PROJECT LICENSED PROFESSIONAL CERTIFICATES

M. Vincent Hall Vince Hall Feb 6, 2024 AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.	AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.	AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.	AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.
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NOTES:

1. THIS PLAN SET WAS DEVELOPED ELECTRONICALLY UNDER THE DIRECT SUPERVISION OF THE LICENSED PROFESSIONALS THAT HAVE AFFIXED THEIR SIGNATURE TO THIS PAGE.
2. THIS SHEET SERVES AS THE CERTIFICATION BY THE ABOVE LICENSED PROFESSIONALS OF ALL SHEETS IN THIS PLAN SET WHERE THEIR STAMPS AND SIGNATURES APPEAR.

FILE NAME	XL6798_PS_CT.dgn			
TIME	9:08:32 AM			
DATE	2/2/2024			
PLOTTED BY	LeE			
DESIGNED BY	E. LE			
ENTERED BY	E. LE			
CHECKED BY	H. PIETERSON			
PROJ. ENGR.	V. HALL			
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY

REGION NO.	STATE	FED. AID PROJ. NO.
10	WASH	
JOB NUMBER 23C516		
CONTRACT NO.		LOCATION NO. XL6798

WSDOT

P.E. STAMP BOX — DATE

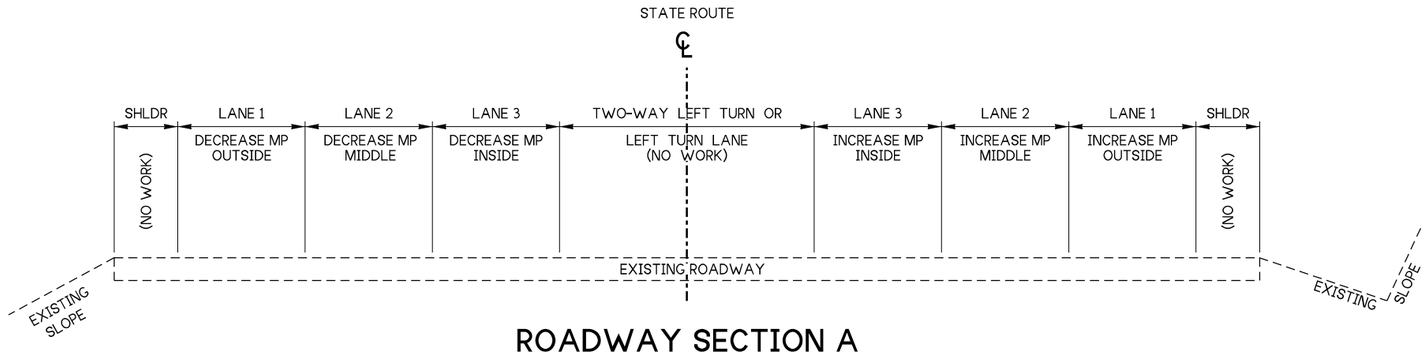
P.E. STAMP BOX — DATE

OR - REGION WIDE CRACK SEALING 23-25

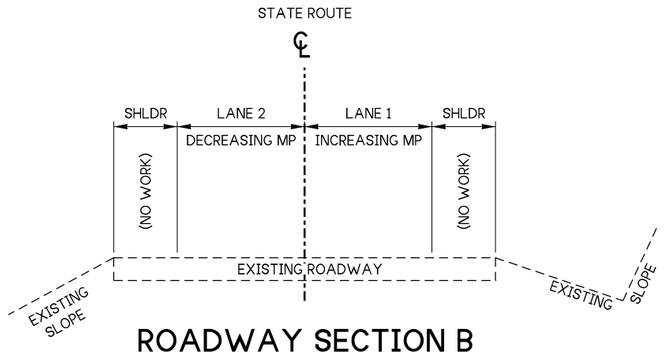
CERTIFICATION SHEET

PLAN REF NO CT1

SHEET 5 OF 36 SHEETS



ROADWAY SECTION A



ROADWAY SECTION B

CRACK SEALING 1/4 INCH TO 1 INCH IN WIDTH - LM

SECTION	STATE ROUTE	BMP	EMP	DIRECTION	ROADWAY SECTION A DECREASING			ROADWAY SECTION A INCREASING			ROADWAY SECTION B		TOTAL NO. OF LANES INCLUDED IN WORK	LANE MILES OF CRACK SEALING BETWEEN 0.25" - 1"
					LANE 1	LANE 2	LANE 3	LANE 3	LANE 2	LANE 1	LANE 2	LANE 1		
1	5	85.51	87.95	INC & DEC	YES	YES	-	-	YES	YES	-	-	4	9.76
	5	87.95	89.00	INC & DEC	YES	YES	-	-	YES	YES	-	-	4	4.20
2	121	6.25	6.63	BOTH	-	-	-	-	-	-	YES	YES	2	0.76
	121	6.63	7.20	BOTH	-	-	-	-	-	-	YES	YES	2	1.14
3	510 SPUR YELM LOOP	13.53	13.85	BOTH	-	-	-	-	-	-	YES	YES	2	0.64
	510 SPUR YELM LOOP	13.99	14.14	BOTH	-	-	-	-	-	-	YES	YES	2	0.30
	510 SPUR YELM LOOP	14.17	14.43	BOTH	-	-	-	-	-	-	YES	YES	2	0.52
	510 SPUR YELM LOOP	13.85	13.99	BOTH	-	-	-	-	-	-	YES	YES	2	0.28
	510 SPUR YELM LOOP	14.14	14.17	BOTH	-	-	-	-	-	-	YES	YES	2	0.06
	510 SPUR YELM LOOP	14.43	14.70	BOTH	-	-	-	-	-	-	YES	YES	2	0.54
4	*512	5.69	7.85	INC	-	-	-	YES	-	-	-	-	1	2.16
	*512	7.85	8.74	INC	-	-	-	YES	-	-	-	-	1	0.89
5	**161	31.60	32.30	INC & DEC	YES	-	YES	YES	-	YES	-	-	4	3.06
6	410	8.84	9.03	INC	-	-	-	YES	-	-	-	-	1	0.19
	410	10.40	10.93	INC	-	-	-	YES	-	-	-	-	1	0.53
	410	11.82	12.72	INC	-	-	-	YES	-	-	-	-	1	0.90
	410	12.72	12.75	INC	-	-	-	YES	-	-	-	-	1	0.03
	410	9.03	10.40	INC	-	-	-	YES	-	-	-	-	1	1.37
	410	10.93	11.82	INC	-	-	-	YES	-	-	-	-	1	0.89
7	410	19.20	19.63	BOTH	-	-	-	-	-	-	YES	YES	2	0.86
	410	19.63	20.62	BOTH	-	-	-	-	-	-	YES	YES	2	1.98
8	***99	1.28	6.15	INC & DEC	YES	-	-	-	-	YES	-	-	2	2.44
9	509	6.00	7.85	BOTH	-	-	-	-	-	-	YES	YES	2	3.70
10	101	340.9	343.43	BOTH	-	-	-	-	-	-	YES	YES	2	5.06
	101	343.43	344.92	BOTH	-	-	-	-	-	-	YES	YES	2	2.98
	101	344.92	345.00	BOTH	-	-	-	-	-	-	YES	YES	2	0.16
11	101	346.90	346.95	BOTH	-	-	-	-	-	-	YES	YES	2	0.10
	101	346.95	347.70	BOTH	-	-	-	-	-	-	YES	YES	2	1.50
12	101	348.20	349.25	BOTH	-	-	-	-	-	-	YES	YES	2	2.10
13	*3	18.00	25.34	BOTH	-	-	-	-	-	-	YES	YES	2	14.68
14	3	36.80	40.43	INC	-	-	-	-	-	YES	-	-	1	3.63
	3	40.43	43.50	INC	-	-	-	-	-	YES	-	-	1	3.07
15	3	46.00	47.23	INC	-	-	-	YES	-	YES	-	-	2	2.46
	****3	47.23	48.00	INC	-	-	-	-	-	YES	-	-	1	0.77
											TOTAL:		63	73.71

NOTES:

*PRIMARY FOCUS (MOST CRACKING HERE): SR003 - MP 18.0 TO MP 24.00
SR512 - MP 5.69 TO MP 7.50

**INCREASING ALL TRAVELED LANE TAPER: SR161 - MP 31.60 TO MP 31.69
SR161 - MP 32.24 TO MP 32.30
DECREASING ALL TRAVELED LANE TAPER: SR161 - MP 32.19 TO MP 32.30

***EQUATION: SR 99 MP 1.28 TO MP 6.15 (MP 1.62 BACK = MP 5.27 AHEAD)
SR99 AT PORTER WAY INTERSECTION IMPROVEMENTS ON THE EAST OF OLD 70TH ST: MP 1.61 TO MP 1.62 AND MP 5.27 TO MP 5.28

****INCREASING AUX LANE: SR003 - MP 47.23 TO MP 48.00

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DATE	2/2/2024			
PLOTTED BY	LeE			
DESIGNED BY	E. LE			
ENTERED BY	E. LE			
CHECKED BY	H. PIETERSON			
PROJ. ENGR.	V. HALL			
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY

REGION NO. 10 | STATE WASH
JOB NUMBER 23C516
CONTRACT NO.

FED. AID PROJ. NO.

LOCATION NO. XL6798

WSDOT

M. VINCENT HALL — STATE OF WASHINGTON — 40730 — REGISTERED PROFESSIONAL ENGINEER
SEE SHEET CT1
DATE
P.E. STAMP BOX

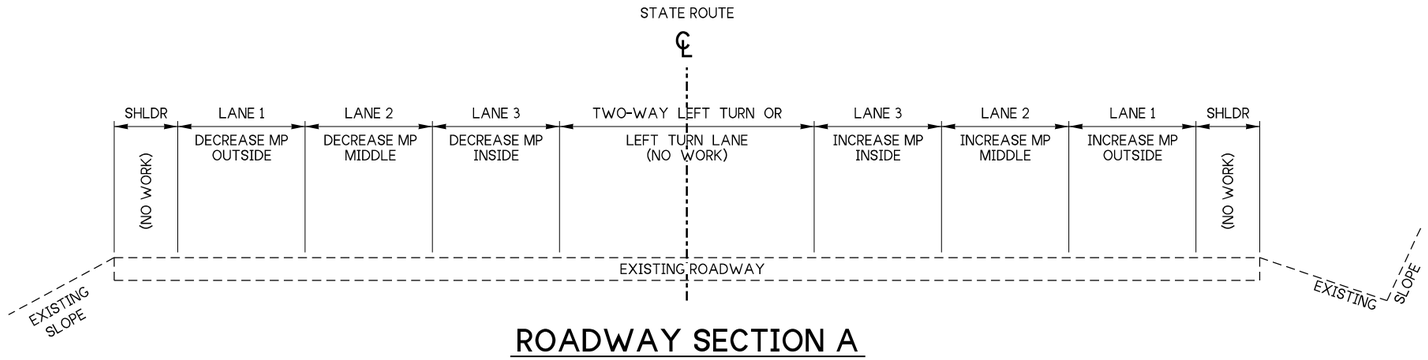
DATE
P.E. STAMP BOX

OR - REGION WIDE CRACK SEALING 23-25

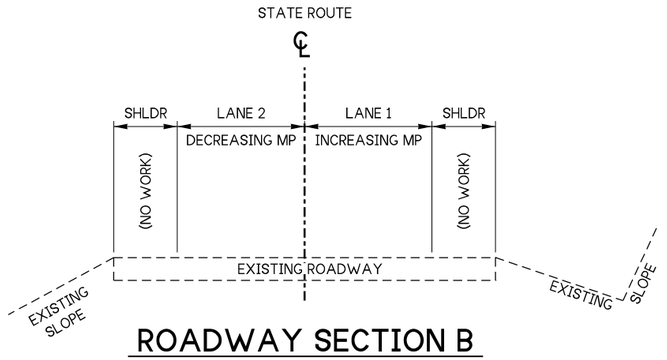
ROADWAY SECTION

PLAN REF NO. RS1

SHEET 6 OF 36 SHEETS



ROADWAY SECTION A



ROADWAY SECTION B

CRACK SEALING GREATER THAN 1 INCH IN WIDTH - LF													
SECTION	STATE ROUTE	BMP	EMP	DIRECTION	ROADWAY SECTION A DECREASING			ROADWAY SECTION A INCREASING			ROADWAY SECTION B		TOTAL NO. OF LANES INCLUDED IN WORK	LINEAR FEET OF CRACK SEALING GREATER THAN 1"
					LANE 1	LANE 2	LANE 3	LANE 3	LANE 2	LANE 1	LANE 2	LANE 1		
1	5	86.80	86.81	INC	-	-	-	-	YES	-	-	-	1	30.00
	5	87.30	87.90	INC	-	-	-	-	-	YES	-	-	1	1148.00
	5	85.89	86.10	DEC	YES	-	-	-	-	-	-	-	1	170.00
	5	86.59	87.70	DEC	YES	-	-	-	-	-	-	-	1	257.00
	5	88.68	88.96	DEC	-	-	YES	-	-	-	-	-	1	318.00
7	410	19.76	19.78	INC	-	-	-	-	-	-	-	YES	1	87.00
	410	20.06	20.07	DEC	-	-	-	-	-	-	YES	-	1	36.00
10	101	342.99	343.10	DEC	-	-	-	-	-	-	YES	-	1	111.00
	101	346.98	347.40	DEC	-	-	-	-	-	-	YES	-	1	560.00
11	101	347.59	347.60	DEC	-	-	-	-	-	-	YES	-	1	72.00
12	101	348.45	348.46	DEC	-	-	-	-	-	-	YES	-	1	22.00
	101	349.14	349.15	DEC	-	-	-	-	-	-	YES	-	1	23.00
13	3	22.00	22.01	INC	-	-	-	-	-	-	-	YES	1	19.00
											TOTAL:		13	2853.00

CONSTRUCTION NOTE:
FINAL LOCATIONS OF CRACK SEALING GREATER THAN 1" ARE DETERMINED BY FIELD ENGINEER.

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DESIGNED BY	E. LE			
ENTERED BY	E. LE			
CHECKED BY	H. PIETERSON			
PROJ. ENGR.	V. HALL			
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY

REGION NO. 10 | STATE WASH
JOB NUMBER 23C516
CONTRACT NO.
FED. AID PROJ. NO.
LOCATION NO. XL6798

WSDOT

M. VINCENT HALL — STATE OF WASHINGTON — 40730 — REGISTERED PROFESSIONAL ENGINEER
SEE SHEET CTI
DATE
P.E. STAMP BOX

DATE
P.E. STAMP BOX

OR - REGION WIDE CRACK SEALING 23-25

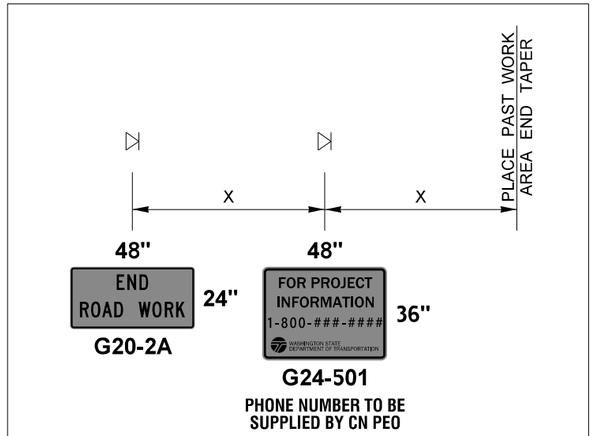
ROADWAY SECTION

PLAN REF NO RS2

SHEET 7 OF 36 SHEETS

pw://projectstore.wsdot.wa.gov:WSDOT/Documents/Olympic/_Projects/Regionwide Projects/OR_23-25_CrackSealing_CONNECT/Design/_DGN/Sheets/XL6798_PS_RS02 c:\users\leelpw_wsdot\d0659706\XL6798_PS_RS02.dgn

TC PLAN REF. NO.:	TC PLAN TYPE:
TC2	SHOULDER CLOSURE - LOW SPEED
TC3	SHOULDER CLOSURE - HIGH SPEED
TC4	SINGLE LANE CLOSURE - RIGHT OR LEFT
TC5	DOUBLE LANE CLOSURE - RIGHT OR LEFT (WITH WORK ZONE SPEED LIMIT)
TC6	RIGHT LANE CLOSURE WITH SHIFT - 3 LANE
TC7	DOUBLE RIGHT LANE CLOSURE WITH SHIFT - 4 LANE
TC8	DOUBLE RIGHT LANE CLOSURE WITH SHIFT - 5 LANE
TC9	FREEWAY: SINGLE LEFT LANE CLOSURE, 9' MAX RIGHT SHOULDER SHIFT (WITH WORK ZONE SPEED LIMIT)
TC10	FREEWAY: SINGLE RIGHT LANE CLOSURE, 9' MAX LEFT SHOULDER SHIFT (WITH WORK ZONE SPEED LIMIT)
TC11	FREEWAY: SINGLE LEFT LANE CLOSURE, 9' MAX RIGHT SHOULDER, RAMP DETAILS
TC12	SHORT TERM ON-RAMP CLOSURE
TC13	SINGLE RIGHT LANE CLOSURE AT OFF-RAMP AND ON-RAMP
TC14	SINGLE RIGHT & LEFT LANE CLOSURE AT OFF-RAMP (SITE SPECIFIC)
TC15	SINGLE RIGHT LANE CLOSURE AT OFF-RAMP (SITE SPECIFIC)
TC16	SINGLE RIGHT LANE CLOSURE WITH OFF-RAMP CLOSURE (SITE SPECIFIC)
TC17	ALTERNATING 1-LANE, 2-WAY TRAFFIC: FLAGGER-CONTROLLED
TC18	ALTERNATING 1-LANE, 2-WAY TRAFFIC: FLAGGER-CONTROLLED, INTERSECTION DETAILS
TC19	PILOT CAR OPERATION FOR ALTERNATING 1-LANE, 2-WAY TRAFFIC: FLAGGER-CONTROLLED
TC20	PILOT CAR OPERATION FOR ALTERNATING 1-LANE, 2-WAY TRAFFIC: FLAGGER-CONTROLLED, INTERSECTION DETAILS
TC21	FLAGGER CONTROLLED RAMP INTERCHANGE NW TRIGGER AVE
TC22	ROUNDABOUT: FLAGGER CONTROLLED
TC23	INTERSECTION LANE CLOSURE - SR 161 & 36TH ST. E.: FLAGGER CONTROLLED
TC24	INTERSECTION LANE CLOSURE - 3 LANE: FLAGGER-CONTROLLED
TC25	INTERSECTION LANE CLOSURE - 5 LANE: FLAGGER-CONTROLLED
TC26	FLAGGER-CONTROLLED: AFAD DETAILS
DU1	DETOUR OF SR 304 WB TO SR 3 NB
DU2	DETOUR OF SR 303 WB TO SR 3 NB
DU3	DETOUR OF SR 167 SB TO SR 410 EB



NOTES:

1. SEE TC3 FOR LEGEND AND SIGN SPACING CHART.

WORK ZONE TRAFFIC CONTROL - PLANS LIST

SR:	MP TO MP:	LANES TO BE IMPACTED:	TC2	TC3	TC4	TC5	TC6	TC7	TC8	TC9	TC10	TC11	TC12	TC13	TC14	TC15	TC16	TC17	TC18	TC19	TC20	TC21	TC22	TC23	TC24	TC25	TC26	DU1	DU2	DU3
I-5	MP 85.51 TO MP 89.00	INCREASING (RIGHT AND MIDDLE LANES)		X		X							X																	
I-5	MP 85.51 TO MP 89.00	DECREASING (RIGHT AND MIDDLE LANES)		X		X							X																	
SR 99	MP 1.20 TO MP 6.15	INC/DEC (RIGHT LANE ONLY)		X	X			X	X									X	X	X	X					X	X			
SR 121	MP 6.25 TO MP 7.20	BOTH LANES	X															X	X	X	X						X			
SR 161	MP 31.60 TO MP 32.30	INC/DEC (RIGHT LANE ONLY)	X				X											X	X	X	X			X		X	X			
SR 410	MP 8.84 TO MP 12.75	INCREASING (LEFT LANE)		X	X					X		X			X	X														X
SR 410	MP 19.20 TO MP 20.62	BOTH LANES		X														X	X	X	X				X		X			
SR 509	MP 6.00 TO MP 7.85	BOTH LANES	X															X	X	X	X						X			
SR 510 Spur	MP 13.53 TO MP 14.70	BOTH LANES	X															X	X	X	X		X				X			
SR 512	MP 5.69 TO MP 8.74	INC (LEFT LANE)		X						X		X																		
SR 3	MP 18.00 TO MP 25.34	BOTH LANES	X															X	X	X	X				X		X			
SR 3	MP 36.80 TO MP 43.50	INC (RIGHT LANE)		X	X						X		X	X		X	X											X		
SR 3	MP 46.00 TO MP 48.00	INC (RIGHT/LEFT LANE AND AUX LANES)		X	X	X				X	X		X	X								X							X	
US 101	MP 340.90 TO MP 345.00	BOTH LANES		X									X					X	X	X	X						X			
US 101	MP 346.90 TO MP 347.70	BOTH LANES		X									X					X	X	X	X						X			
US 101	MP 348.20 TO MP 349.25	BOTH LANES		X									X					X	X	X	X						X			

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set.dgn							
TIME	10:03:36 AM				REGION NO. 10	STATE WASH	FED.AID PROJ.NO.	
DATE	2/2/2024							
PLOTTED BY	cuolom							
DESIGNED BY	C. HINDS				JOB NUMBER 23C516			
ENTERED BY	M. CUOIO							
CHECKED BY	M. MIES				CONTRACT NO.		LOCATION NO. XL6798	
PROJ. ENGR.	V. HALL							
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY				

P.E. STAMP BOX — DATE

P.E. STAMP BOX — DATE

Washington State Department of Transportation

OR - REGION WIDE CRACK SEALING 23-25

TRAFFIC CONTROL PLAN

PLAN REF NO TC1

SHEET 8 OF 36 SHEETS

SIGN SPACING = X (1)		
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS, URBAN ARTERIALS, RESIDENTIAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ± (2)
URBAN STREETS	25 MPH OR LESS	100' ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MINIMUM SHOULDER TAPER LENGTH = L/3 (feet)

SHOULDER WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
8'	40	40	60	90	-	-	-	-	-	-
10'	40	60	90	90	-	-	-	-	-	-
USE A 3 DEVICES TAPER FOR SHOULDERS LESS THAN 8'										

CHANNELIZATION DEVICE SPACING (feet)

MPH	TAPER	TANGENT
35/40	30	60
25/30	20	40

BUFFER DATA

LONGITUDINAL BUFFER SPACE = B

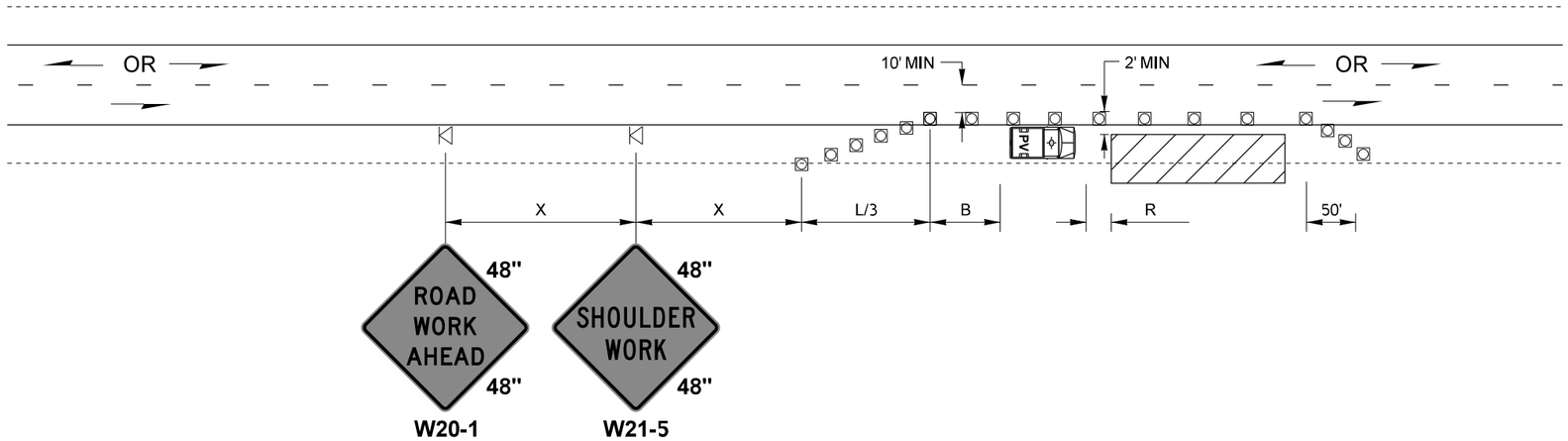
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R

HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.			HOST VEHICLE WEIGHT > 22,000 lbs.		
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH
100'	123'	172'	74'	100'	150'

PROTECTIVE VEHICLE (WORK VEHICLE) = R

NO SPECIFIED DISTANCE REQUIRED



LEGEND

- TEMPORARY SIGN LOCATION
- TRAFFIC SAFETY CONE
- TRAVEL DIRECTION OF OPEN LANE
- PPV — PROTECTIVE VEHICLE - ATTENUATOR OPTIONAL FOR SPEEDS 40MPH OR LESS
- WORK AREA

SHOULDER CLOSURE - LOW SPEED (40 MPH OR LESS)

(NOT TO SCALE)

NOTES:

1. SEE SPECIAL PROVISIONS : "PUBLIC CONVENIENCE AND SAFETY - CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
2. ALL SIGNS SHALL BE 48" X 48", UNLESS OTHERWISE SHOWN. ALL SIGNS SHALL BE BLACK ON ORANGE, UNLESS OTHERWISE SHOWN.
3. ALL SIGN SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT GRADE INTERSECTIONS AND DRIVEWAYS OR COORDINATION WITH OTHER PROJECTS.
4. PROTECTIVE VEHICLE - MAY BE A WORK VEHICLE STRATEGICALLY PLACED TO PROTECT WORK AREA.
5. CLOSURES NEAR INTERSECTIONS SHALL NOT BLOCK SIGHT DISTANCE FOR VEHICLES ENTERING FROM THE SIDE ROAD.

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set.dgn				REGION NO. 10	STATE WASH	FED.AID PROJ.NO.	Washington State Department of Transportation
TIME	10:04:10 AM							OR - REGION WIDE CRACK SEALING 23-25
DATE	2/2/2024				JOB NUMBER 23C516			PLAN REF NO TC2
PLOTTED BY	cuoiom							SHEET 9 OF 36 SHEETS
DESIGNED BY	C. HINDS				CONTRACT NO.		LOCATION NO. XL6798	TRAFFIC CONTROL PLAN
ENTERED BY	M. CUOIO							
CHECKED BY	M. MIES							
PROJ. ENGR.	V. HALL							
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY			P.E. STAMP BOX / DATE	P.E. STAMP BOX / DATE

SIGN SPACING = X (1)		
FREEWAYS & EXPRESSWAYS	55 / 70 MPH	1500' ±
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS RESIDENTIAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ± (2)
URBAN STREETS	25 MPH OR LESS	100' ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MINIMUM SHOULDER TAPER LENGTH = L/3 (feet)										
SHOULDER WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
8'	-	-	-	-	120	130	150	160	170	190
10'	-	-	-	-	150	170	190	200	220	240
USE A MINIMUM 3 DEVICES TAPER FOR SHOULDER LESS THAN 8'.										

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60

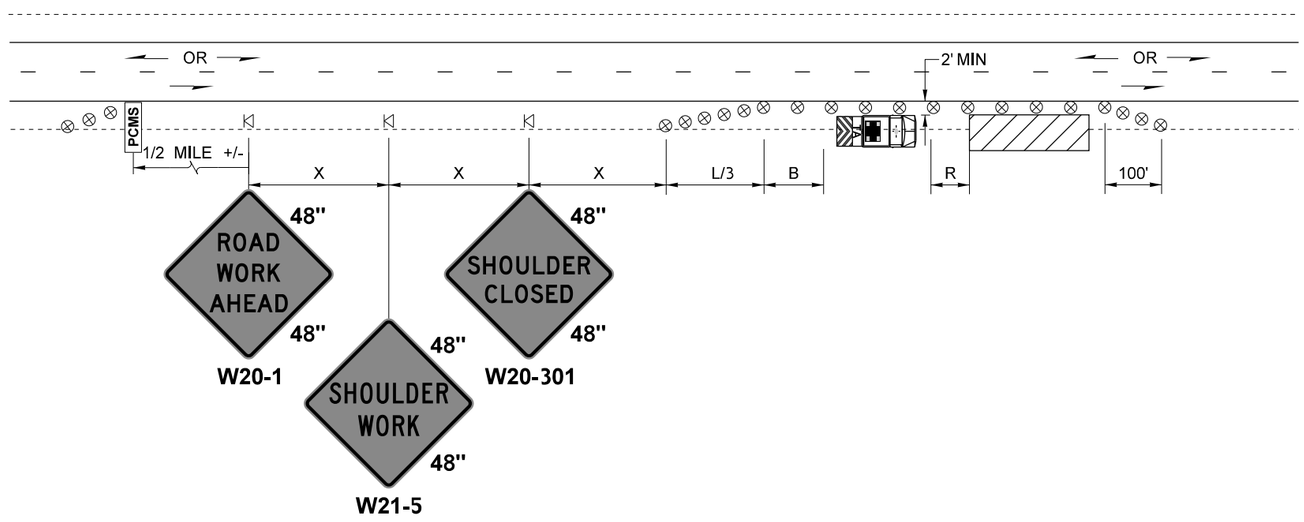
BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	-	-	-	-	360	425	495	570	645	730

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R					
HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.			HOST VEHICLE WEIGHT > 22,000 lbs.		
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH
100'	123'	172'	74'	100'	150'

(EXAMPLE MESSAGE)

PCMS	
1	2
SHOULDER CLOSED AHEAD	WORKERS 1 MILE AHEAD
2.0 SEC	2.0 SEC

LOCATE AS SHOWN



LEGEND

- TEMPORARY SIGN LOCATION
- TRAFFIC SAFETY DRUM
- TRAVEL DIRECTION OF OPEN LANE
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- TRANSPORTABLE ATTENUATOR
- WORK AREA

SHOULDER CLOSURE - HIGH SPEED (45 MPH OR MORE)

(NOT TO SCALE)

NOTES:

1. SEE SPECIAL PROVISIONS : "PUBLIC CONVENIENCE AND SAFETY - CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
2. ALL SIGNS SHALL BE 48" X 48", UNLESS OTHERWISE SHOWN. ALL SIGNS SHALL BE BLACK ON ORANGE, UNLESS OTHERWISE SHOWN.
3. EXTEND CHANNELIZING DEVICE TAPER ACROSS SHOULDER.
4. NO ENCROACHMENT ON TRAVELED LANE. IF ENCROACHMENT IS NECESSARY, LANE SHALL BE CLOSED USING AN APPROVED PLAN.
5. CLOSURES NEAR INTERSECTIONS SHALL NOT BLOCK SIGHT DISTANCE FOR VEHICLES ENTERING FROM THE SIDE ROAD.

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set.dgn				REGION NO. 10	STATE WASH	FED.AID PROJ.NO.	P.E. STAMP BOX / DATE	P.E. STAMP BOX / DATE
TIME	10:04:42 AM								
DATE	2/2/2024								
PLOTTED BY	cuoiom								
DESIGNED BY	C. HINDS				JOB NUMBER 23C516				
ENTERED BY	M. CUOIO								
CHECKED BY	M. MIES				CONTRACT NO.		LOCATION NO. XL6798		
PROJ. ENGR.	V. HALL								
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY					

Washington State Department of Transportation

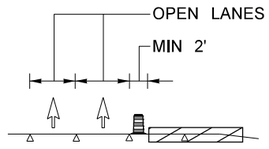
OR - REGION WIDE CRACK SEALING 23-25

TRAFFIC CONTROL PLAN

PLAN REF NO TC3

SHEET 10 OF 36 SHEETS

MINIMUM LANE CLOSURE TAPER LENGTH = L (feet)										
LANE WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	-	-	-	-	-	-	-	-	-	-
11	-	-	-	-	495	550	605	660	-	-
12	-	-	-	-	540	600	660	720	780	840



SECTION VIEW A-A

△ EXISTING PAVEMENT MARKING

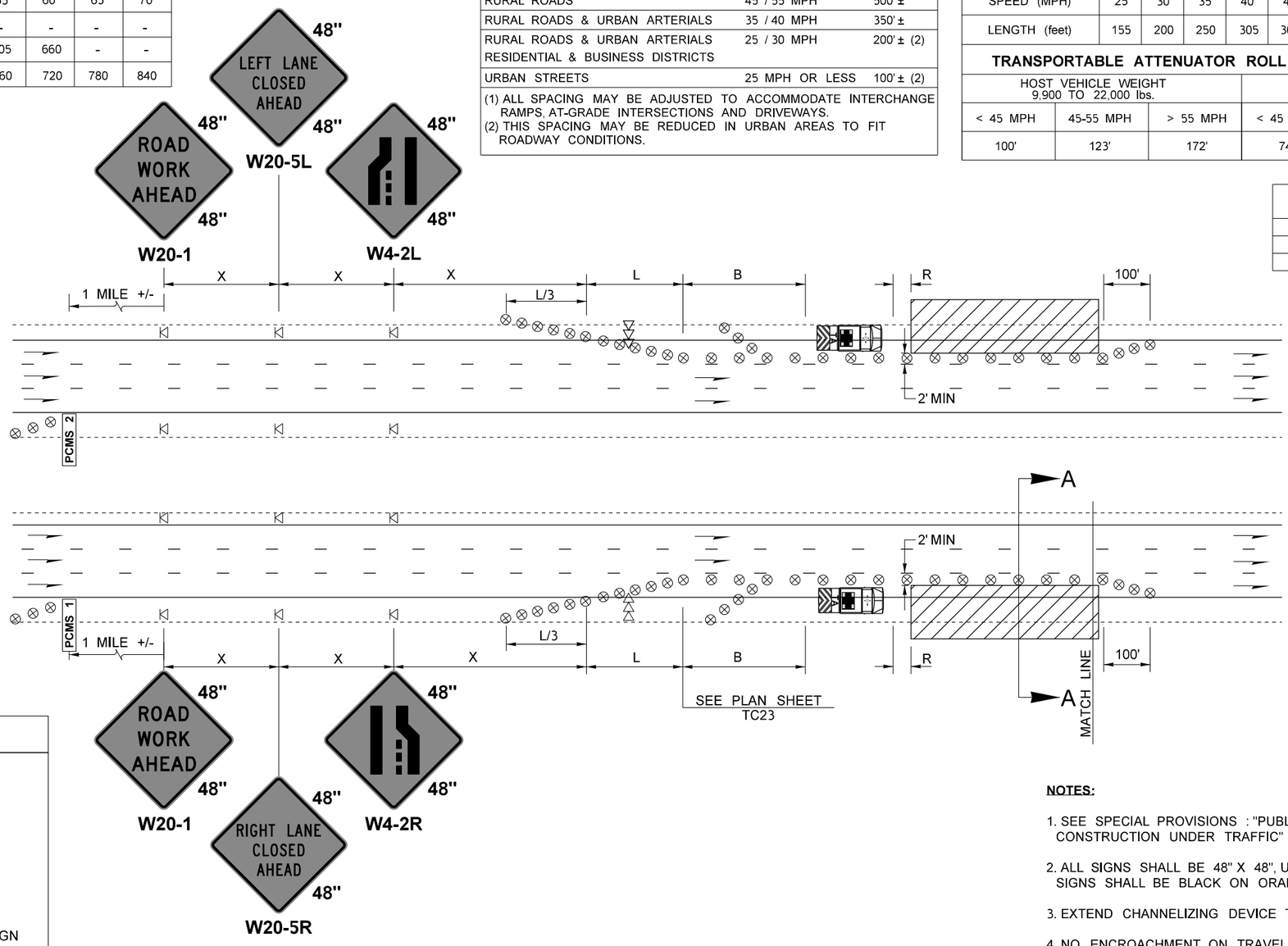
SIGN SPACING = X (1)		
FREEWAYS & EXPRESSWAYS	55 / 70 MPH	1500' ±
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS RESIDENTIAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ± (2)
URBAN STREETS	25 MPH OR LESS	100' ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R					
HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.			HOST VEHICLE WEIGHT > 22,000 lbs.		
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH
100'	123'	172'	74'	100'	150'

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60



PCMS 2	
1	2
LEFT LANE CLOSED	2 MILE AHEAD
2.0 SEC	2.0 SEC

LOCATE AS SHOWN

PCMS 1	
1	2
RIGHT LANE CLOSURE	2 MILE AHEAD
2.0 SEC	2.0 SEC

LOCATE AS SHOWN

LEGEND

- TEMPORARY SIGN LOCATION
- TRAFFIC SAFETY DRUM
- SEQUENTIAL ARROW SIGN
- TRAVEL DIRECTION OF OPEN LANE
- PCMS # — PORTABLE CHANGEABLE MESSAGE SIGN
- PROTECTIVE VEHICLE - ATTENUATOR OPTIONAL FOR SPEEDS 40MPH OR LESS
- WORK AREA

SINGLE LANE CLOSURE - RIGHT OR LEFT

(NOT TO SCALE)

NOTES:

1. SEE SPECIAL PROVISIONS : "PUBLIC CONVENIENCE AND SAFETY - CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
2. ALL SIGNS SHALL BE 48" X 48", UNLESS OTHERWISE SHOWN. ALL SIGNS SHALL BE BLACK ON ORANGE, UNLESS OTHERWISE SHOWN.
3. EXTEND CHANNELIZING DEVICE TAPER ACROSS SHOULDER.
4. NO ENCROACHMENT ON TRAVELED LANE.
5. USE TRANSVERSE DEVICES IN CLOSED LANE EVERY 1000'.
6. SEQUENTIAL ARROW SIGNS SHALL HAVE COMMUNICATION CAPABILITIES, SEE SPECIAL PROVISION "SEQUENTIAL ARROW SIGNS (ARROW BOARDS)".

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set.dgn						
TIME	10:05:14 AM			REGION NO. 10	STATE WASH	FED.AID PROJ.NO.	
DATE	2/2/2024						
PLOTTED BY	cuoiom			JOB NUMBER 23C516			
DESIGNED BY	C. HINDS						
ENTERED BY	M. CUOIO			CONTRACT NO.		LOCATION NO. XL6798	
CHECKED BY	M. MIES						
PROJ. ENGR.	V. HALL						
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY			

P.E. STAMP BOX — DATE

P.E. STAMP BOX — DATE

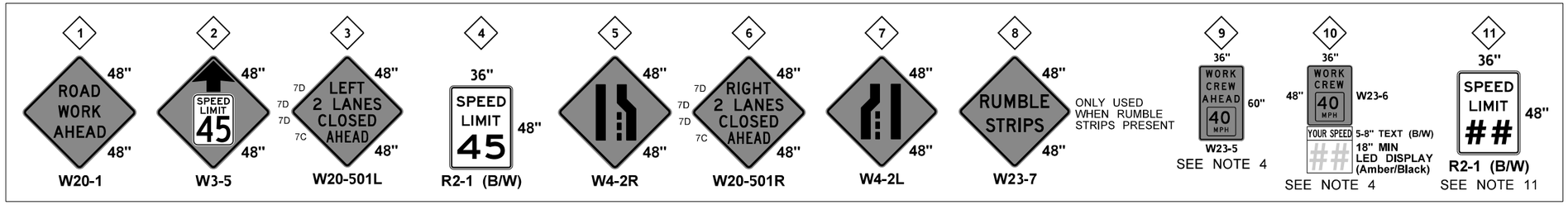
Washington State Department of Transportation

OR - REGION WIDE CRACK SEALING 23-25

TRAFFIC CONTROL PLAN

PLAN REF NO TC4

SHEET 11 OF 36 SHEETS

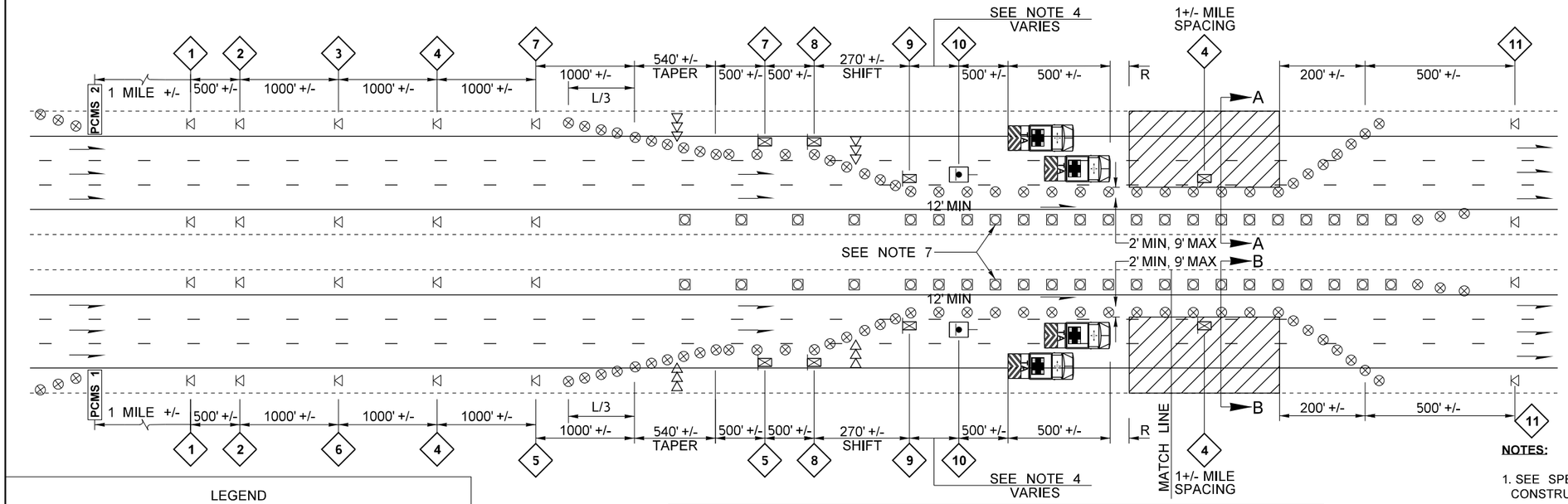


PCMS 1	
1	2
RIGHT 2 LANE CLOSURE	2 MILE AHEAD
2.0 SEC	2.0 SEC

LOCATE AS SHOWN

PCMS 2	
1	2
LEFT 2 LANE CLOSED	2 MILE AHEAD
2.0 SEC	2.0 SEC

LOCATE AS SHOWN



SPEED LIMIT ##
SEE NOTE 8

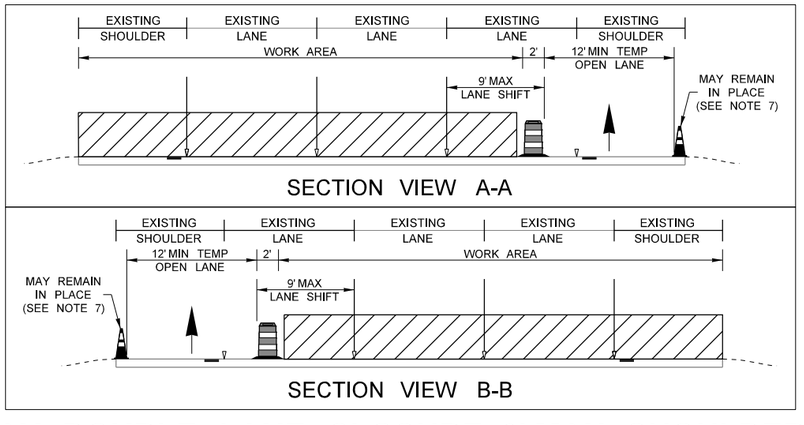
SHOULDER CLOSURE TAPER LENGTH = L/3	
SHOULDER WIDTH (feet)	L/3
6	90'
10	150'
FOR SHOULDERS LESS THAN 6 FEET, USE 3 DEVICES MINIMUM	

STATIONARY TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R	
HOST VEHICLE WEIGHT	R
9,900 TO 22,000 lbs.	123'
22,001+ lbs.	100'

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50	40	80
35/45	30	60

LEGEND

#	SIGN NOTE
	TEMPORARY SIGN LOCATION
	TEMPORARY SIGN LOCATION (5' MIN. HEIGHT)
	TRAFFIC SAFETY CONE
	TRAFFIC SAFETY DRUM
	TRAVEL DIRECTION OF OPEN LANE
	RADAR SPEED DISPLAY SIGN (RSDS)
	SEQUENTIAL ARROW SIGN
PCMS	PORTABLE CHANGEABLE MESSAGE SIGN
	PROTECTIVE VEHICLE - ATTENUATOR OPTIONAL FOR SPEEDS 40MPH OR LESS
	WORK AREA



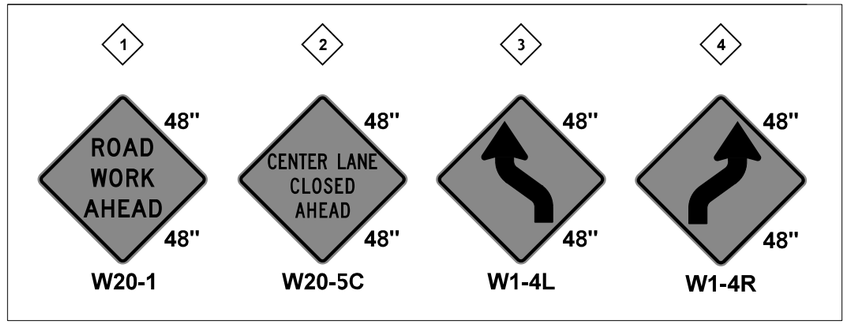
FREEWAY: DOUBLE LANE CLOSURE, 9' MAX SHOULDER SHIFT (45 MPH WORK ZONE SPEED LIMIT)

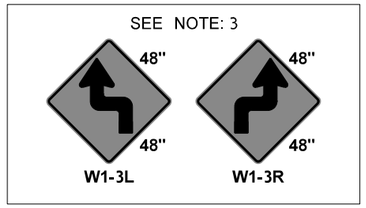
(NOT TO SCALE)

NOTES:

1. SEE SPECIAL PROVISIONS : "PUBLIC CONVENIENCE AND SAFETY - CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
2. IF FEASIBLE, AVOID PLACING LANE CLOSURE OR LANE SHIFT TAPERS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL CURVES.
3. ALL SIGNS SHALL BE 48" X 48", UNLESS OTHERWISE SHOWN. ALL SIGNS SHALL BE BLACK ON ORANGE, UNLESS OTHERWISE SHOWN.
4. RELOCATE RSDS AS WORK AREA MOVES DOWNSTREAM. ENGINEER MAY ORDER ADDITIONAL RSDS (WITH W23-6) AND W23-5 PRIOR TO EACH WORK CREW WITHIN WORK AREA.
5. EXTEND CHANNELIZING DEVICE TAPER ACROSS SHOULDER.
6. NO ENCROACHMENT ON TRAVELED LANE. IF ENCROACHMENT IS NECESSARY, LANESHALL BE CLOSED USING AN APPROVED PLAN.
7. 28" TRAFFIC CONES MAY REMAIN IN PLACE THROUGHOUT THE PROJECT (THEY DO NOT HAVE TO BE REMOVED DAILY/NIGHTLY).
8. COVER ALL CONFLICTING SIGNAGE PER STANDARD SPEC 8-21.3(3).
9. USE TRANSVERSE DEVICES IN CLOSED LANE EVERY 1000'.
10. SEQUENTIAL ARROW SIGNS SHALL HAVE COMMUNICATION CAPABILITIES, SEE SPECIAL PROVISION "SEQUENTIAL ARROW SIGNS (ARROW BOARDS)".
11. I-5 EXISTING SPEED IS 70 MPH; SR 512, SR 3 & US 101 EXISTING SPEED IS 60 MPH; SR 410 EXISTING SPEED IS 55 MPH.

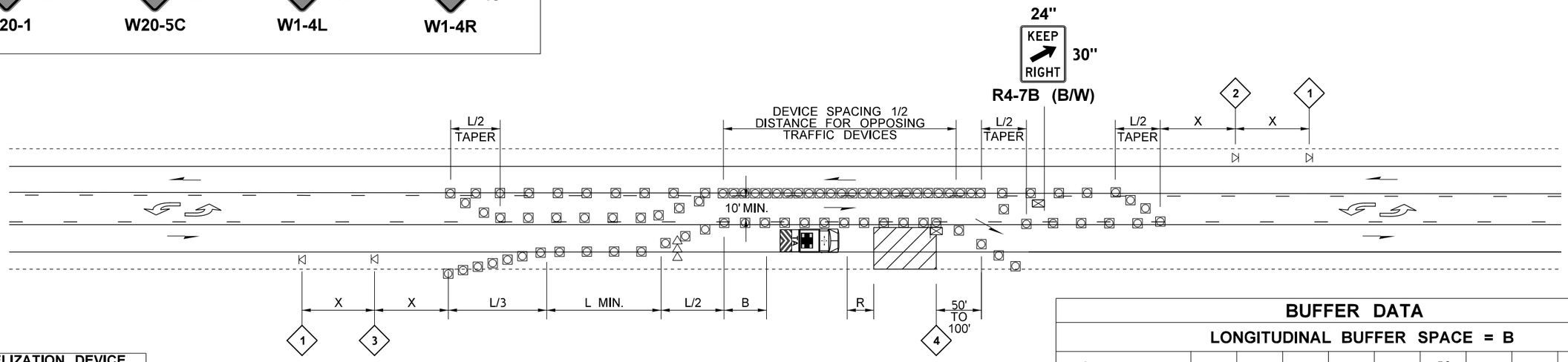
FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set.dgn				REGION NO. 10	STATE WASH	FED.AID PROJ.NO.		PLAN REF NO TC5
TIME	10:05:44 AM								
DATE	2/2/2024				JOB NUMBER 23C516			Washington State Department of Transportation	SHEET 12 OF 36 SHEETS
PLOTTED BY	cuolom								
DESIGNED BY	C. HINDS								
ENTERED BY	M. CUOIO								
CHECKED BY	M. MIES				CONTRACT NO.		LOCATION NO. XL6798		
PROJ. ENGR.	V. HALL								
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY				OR - REGION WIDE CRACK SEALING 23-25	
							DATE P.E. STAMP BOX	TRAFFIC CONTROL PLAN	





SIGN SPACING = X (1)		
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS RESIDENTAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ± (2)
URBAN STREETS	25 MPH OR LESS	100' ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.



CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50	40	80
35/45	30	60
25/30	20	40

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R					
HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.			HOST VEHICLE WEIGHT > 22,000 lbs.		
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH
100'	123'	172'	74'	100'	150'

PROTECTIVE VEHICLE (WORK VEHICLE) = R
NO SPECIFIED DISTANCE REQUIRED

LEGEND

- # — SIGN NOTE
- TEMPORARY SIGN LOCATION
- TEMPORARY SIGN LOCATION (5' MIN. HEIGHT)
- TRAFFIC SAFETY CONE
- SEQUENTIAL ARROW SIGN
- TRAVEL DIRECTION OF OPEN LANE
- PCMS # — PORTABLE CHANGEABLE MESSAGE SIGN
- PROTECTIVE VEHICLE - ATTENUATOR OPTIONAL FOR SPEEDS 40MPH OR LESS
- WORK AREA

MINIMUM SHOULDER TAPER LENGTH = L/3 (feet)										
SHOULDER WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
8'	40	40	60	90	-	-	-	-	-	-
10'	40	60	90	90	-	-	-	-	-	-
USE A 3 DEVICES TAPER FOR SHOULDERS LESS THAN 8'										

RIGHT LANE CLOSURE WITH SHIFT - 3 LANE ROADWAY

(NOT TO SCALE)

NOTES:

1. SEE SPECIAL PROVISIONS : "PUBLIC CONVENIENCE AND SAFETY - CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
2. RECOMMEND EXTENDING DEVICE TAPER (L/3) ACROSS SHOULDER.
3. FOR POSTED SPEED LIMITS OF 30 MPH OR LESS, USE SIGN W1-3 IN LIEU OF SIGN W1-4.
4. ALL SIGNS ARE BLACK ON ORANGE UNSLESS OTHERWISE DESIGNATED.
5. SEQUENTIAL ARROW SIGNS SHALL HAVE COMMUNICATION CAPABILITIES, SEE SPECIAL PROVISION "SEQUENTIAL ARROW SIGNS (ARROW BOARDS)".

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set.dgn				REGION NO. 10	STATE WASH	FED.AID PROJ.NO.	
TIME	10:06:12 AM							
DATE	2/2/2024				JOB NUMBER 23C516			
PLOTTED BY	cuoiom							
DESIGNED BY	C. HINDS				CONTRACT NO.		LOCATION NO. XL6798	
ENTERED BY	M. CUOIO							
CHECKED BY	M. MIES							
PROJ. ENGR.	V. HALL							
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY				

P.E. STAMP BOX — DATE

P.E. STAMP BOX — DATE

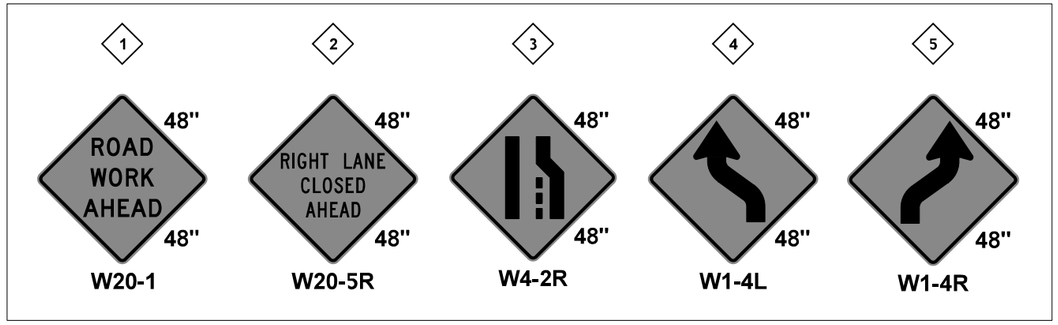
Washington State Department of Transportation

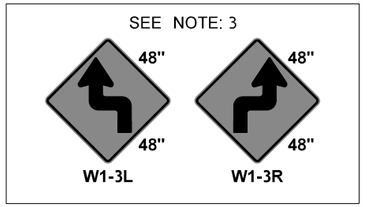
OR - REGION WIDE CRACK SEALING 23-25

TRAFFIC CONTROL PLAN

PLAN REF NO TC6

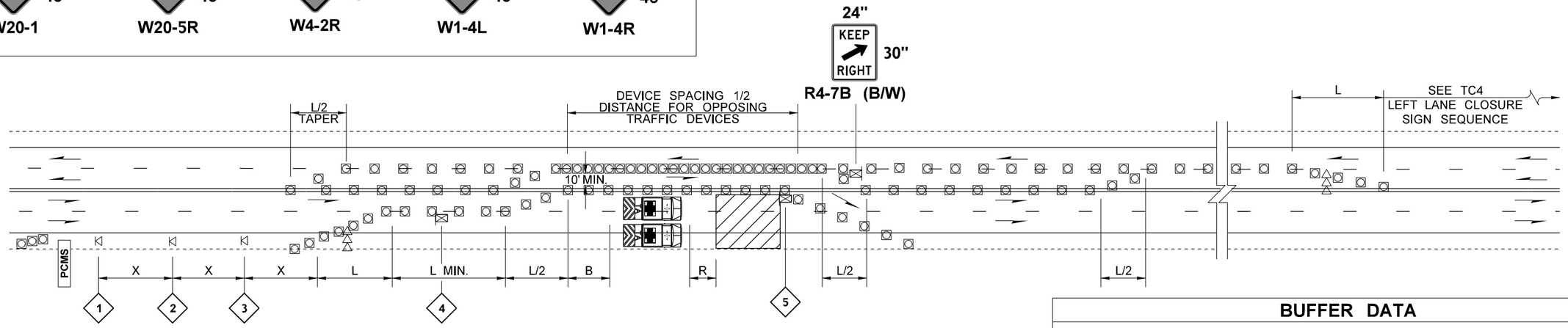
SHEET 13 OF 36 SHEETS





SIGN SPACING = X (1)		
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS RESIDENTAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ± (2)
URBAN STREETS	25 MPH OR LESS	100' ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.



CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50	40	80
35/45	30	60
25/30	20	40

PCMS	
1	2
RIGHT LANE CLOSURE	1 MILE AHEAD
2.0 SEC	2.0 SEC

FIELD LOCATE IN ADVANCE OF TEMPORARY SIGNS.

MINIMUM TAPER LENGTH = L (feet)										
LANE WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	-	-	-	-
11	115	165	225	295	495	550	-	-	-	-
12	125	180	245	320	540	600	-	-	-	-

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R					
HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.			HOST VEHICLE WEIGHT > 22,000 lbs.		
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH
100'	123'	172'	74'	100'	150'

PROTECTIVE VEHICLE (WORK VEHICLE) = R
NO SPECIFIED DISTANCE REQUIRED

LEGEND

- # — SIGN NOTE
- TEMPORARY SIGN LOCATION
- TEMPORARY SIGN LOCATION (5' MIN. HEIGHT)
- TRAFFIC SAFETY CONE
- SEQUENTIAL ARROW SIGN
- TRAVEL DIRECTION OF OPEN LANE
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- PROTECTIVE VEHICLE - ATTENUATOR OPTIONAL FOR SPEEDS 40MPH OR LESS
- WORK AREA

DOUBLE RIGHT LANE CLOSURE WITH SHIFT - 4 LANE ROADWAY

(NOT TO SCALE)

NOTES:

1. SEE SPECIAL PROVISIONS : "PUBLIC CONVENIENCE AND SAFETY - CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
2. RECOMMEND EXTENDING DEVICE TAPER (L/3) ACROSS SHOULDER.
3. FOR POSTED SPEED LIMITS OF 30 MPH OR LESS, USE SIGN W1-3 IN LIEU OF SIGN W1-4.
4. ALL SIGNS ARE BLACK ON ORANGE UNSLESS OTHERWISE DESIGNATED.
5. SEQUENTIAL ARROW SIGNS SHALL HAVE COMMUNICATION CAPABILITIES, SEE SPECIAL PROVISION "SEQUENTIAL ARROW SIGNS (ARROW BOARDS)".

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set.dgn						
TIME	10:06:45 AM						
DATE	2/2/2024						
PLOTTED BY	cuolom						
DESIGNED BY	C. HINDS						
ENTERED BY	M. CUOIO						
CHECKED BY	M. MIES						
PROJ. ENGR.	V. HALL						
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY			

REGION NO. 10 | STATE WASH | JOB NUMBER 23C516 | CONTRACT NO. | FED.AID PROJ.NO. | LOCATION NO. XL6798

P.E. STAMP BOX — DATE

P.E. STAMP BOX — DATE

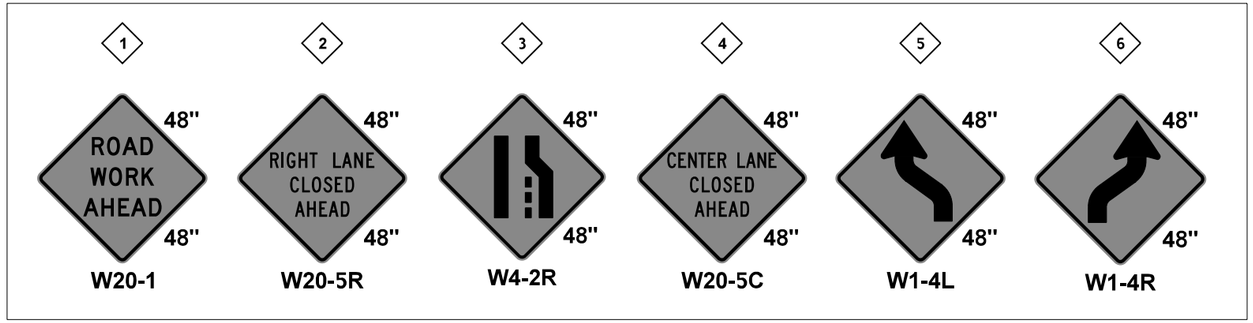
Washington State Department of Transportation

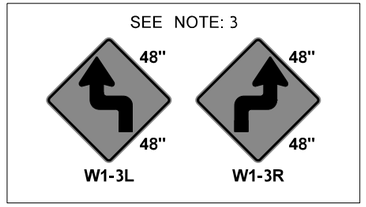
OR - REGION WIDE CRACK SEALING 23-25

TRAFFIC CONTROL PLAN

PLAN REF NO TC7

SHEET 14 OF 36 SHEETS

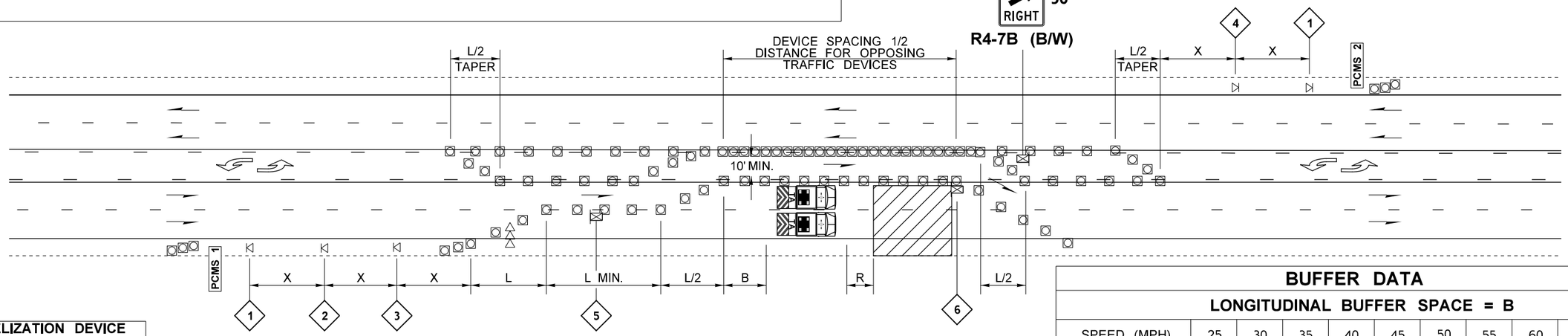




SIGN SPACING = X (1)		
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS RESIDENTAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ± (2)
URBAN STREETS	25 MPH OR LESS	100' ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

R4-7B (B/W)



CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50	40	80
35/45	30	60
25/30	20	40

PCMS 1	
1	2
RIGHT LANE CLOSURE	1 MILE AHEAD
2.0 SEC	2.0 SEC

FIELD LOCATE IN ADVANCE OF TEMPORARY SIGNS.

PCMS 2	
1	2
CENTER LANE CLOSED	NO LEFT TURNING
2.0 SEC	2.0 SEC

FIELD LOCATE IN ADVANCE OF TEMPORARY SIGNS.

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R					
HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.			HOST VEHICLE WEIGHT > 22,000 lbs.		
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH
100'	123'	172'	74'	100'	150'

PROTECTIVE VEHICLE (WORK VEHICLE) = R
NO SPECIFIED DISTANCE REQUIRED

MINIMUM TAPER LENGTH = L (feet)										
LANE WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	-	-	-	-
11	115	165	225	295	495	550	-	-	-	-
12	125	180	245	320	540	600	-	-	-	-

LEGEND

- # — SIGN NOTE
- TEMPORARY SIGN LOCATION
- TEMPORARY SIGN LOCATION (5' MIN. HEIGHT)
- TRAFFIC SAFETY CONE
- SEQUENTIAL ARROW SIGN
- TRAVEL DIRECTION OF OPEN LANE
- PCMS # — PORTABLE CHANGEABLE MESSAGE SIGN
- PROTECTIVE VEHICLE - ATTENUATOR OPTIONAL FOR SPEEDS 40MPH OR LESS
- WORK AREA

DOUBLE RIGHT LANE CLOSURE WITH SHIFT - 5 LANE ROADWAY

(NOT TO SCALE)

NOTES:

1. SEE SPECIAL PROVISIONS : "PUBLIC CONVENIENCE AND SAFETY - CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
2. RECOMMEND EXTENDING DEVICE TAPER (L/3) ACROSS SHOULDER.
3. FOR POSTED SPEED LIMITS OF 30 MPH OR LESS, USE SIGN W1-3 IN LIEU OF SIGN W1-4.
4. ALL SIGNS ARE BLACK ON ORANGE UNSLESS OTHERWISE DESIGNATED.
5. SEQUENTIAL ARROW SIGNS SHALL HAVE COMMUNICATION CAPABILITIES, SEE SPECIAL PROVISION "SEQUENTIAL ARROW SIGNS (ARROW BOARDS)".

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set.dgn				REGION NO.	STATE	FED.AID PROJ.NO.	
TIME	10:07:10 AM				10	WASH		
DATE	2/2/2024				JOB NUMBER			
PLOTTED BY	cuoiom				23C516			
DESIGNED BY	C. HINDS				CONTRACT NO.		LOCATION NO.	
ENTERED BY	M. CUOIO						XL6798	
CHECKED BY	M. MIES							
PROJ. ENGR.	V. HALL							
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY				

P.E. STAMP BOX — DATE

P.E. STAMP BOX — DATE

Washington State Department of Transportation

OR - REGION WIDE CRACK SEALING 23-25

TRAFFIC CONTROL PLAN

PLAN REF NO TC8

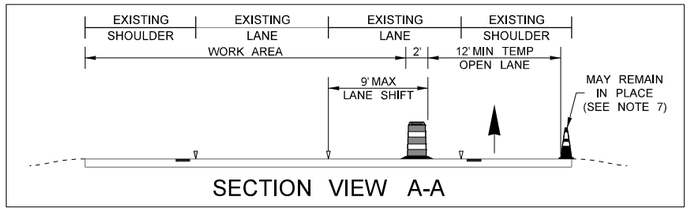
SHEET 15 OF 36 SHEETS

PCMS		
1	2	3
ROADWAY NARROWS 12' WIDE	SHOULDER DRIVING AHEAD	SLOW TRAFFIC AHEAD
1.5 SEC	1.5 SEC	1.5 SEC

FIELD LOCATE 1.5 +/- MILES PRIOR TO FIRST LANE CLOSURE TAPER.

REMOVE PHASE 3 WHEN TRAFFIC QUEUES NO LONGER PRESENT. INCREASE DISPLAY TO 2.0 SEC.

LOCATE PCMS PER WSDOT STANDARD SPEC. 1-10.3(3)C.



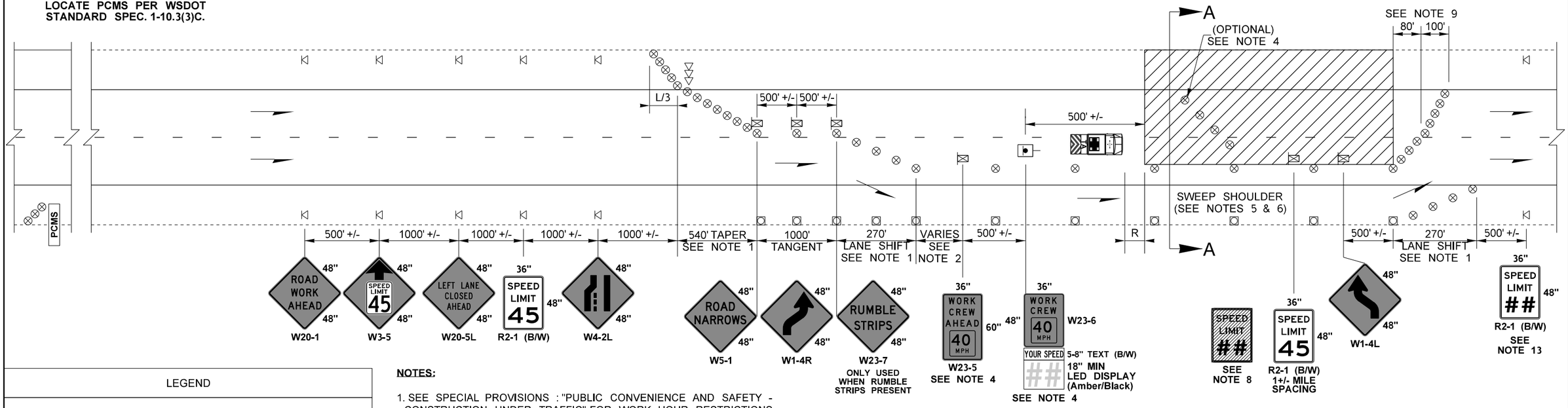
SECTION VIEW A-A

SHOULDER CLOSURE TAPER LENGTH = L/3	
SHOULDER WIDTH (feet)	L/3
6	90'
10	150'
FOR SHOULDERS LESS THAN 6 FEET, USE 3 DEVICES MINIMUM	

FOR RAMP DETAILS: SEE TC11.

STATIONARY TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R	
HOST VEHICLE WEIGHT	R
9,900 TO 22,000 lbs.	123'
22,001+ lbs.	100'

MAXIMUM CHANNELIZATION DEVICE SPACING	
TAPER	TANGENT
30'	60'



W20-1 W3-5 W20-5L R2-1 (B/W) W4-2L W5-1 W1-4R W23-7 ONLY USED WHEN RUMBLE STRIPS PRESENT W23-5 SEE NOTE 4 W23-6 5-8" TEXT (B/W) 18" MIN LED DISPLAY (Amber/Black) SEE NOTE 4 SEE NOTE 8 R2-1 (B/W) 1+/- MILE SPACING W1-4L R2-1 (B/W) SEE NOTE 13

LEGEND

- TEMPORARY SIGN LOCATION
- TEMPORARY SIGN LOCATION (5' MIN. HEIGHT)
- TRAFFIC SAFETY CONE
- TRAFFIC SAFETY DRUM
- TRAVEL DIRECTION OF OPEN LANE
- RADAR SPEED DISPLAY SIGN (RSDS)
- SEQUENTIAL ARROW SIGN
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- PROTECTIVE VEHICLE - ATTENUATOR OPTIONAL FOR SPEEDS 40MPH OR LESS
- WORK AREA

NOTES:

1. SEE SPECIAL PROVISIONS : "PUBLIC CONVENIENCE AND SAFETY - CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
2. IF FEASIBLE, AVOID PLACING LANE CLOSURE OR LANE SHIFT TAPERS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL CURVES.
3. DISTANCE INCREASES AS WORK AREA MOVES DOWNSTREAM.
4. RELOCATE RSDS AS WORK AREA MOVES DOWNSTREAM. ENGINEER MAY ORDER ADDITIONAL RSDS (WITH W23-6) AND W23-5 PRIOR TO EACH WORK CREW WITHIN WORK AREA.
5. IF USED, PLACE DEVICES TRANSVERSELY ACROSS CLOSED LANES AT 45° +/- AND 5' SPACING AT STRATEGIC LOCATIONS.
6. WHEN SHOULDER NARROWS, USE LANE SHIFTS (30:1 MIN SHIFT TAPER @ 16' MIN WIDTH) WITH W1-4 SIGNS 500' +/- PRIOR.
7. 28" TRAFFIC CONES MAY REMAIN IN PLACE THROUGHOUT THE PROJECT (THEY DO NOT HAVE TO BE REMOVED DAILY/NIGHTLY).
8. COVER ALL CONFLICTING SIGNAGE PER STANDARD SPEC 8-21.3(3).
9. DOWNSTREAM TAPER OPTIONAL ACROSS LEFT LANE, BUT FIRST 80' REQUIRED. DOWNSTREAM TAPER DEVICE SPACING IS 20'.
10. SIGNS OPTIONAL IF EXISTING SPEED LIMIT SIGNS PRESENT WITHIN 1500' +/- FOLLOWING THE DOWNSTREAM TAPER.
11. ADD "TRUCKS LEAVING HIGHWAY" AND "TRUCKS ENTERING HIGHWAY" (W21-30, 48"x48", 5' HEIGHT) SIGNS 500' +/- PRIOR TO WHERE CONSTRUCTION VEHICLES FREQUENTLY EXIT AND ENTER INTO THE OPEN LANE(S). ADJUST TO AVOID W1-4L SIGN.
12. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
13. I-5, SR 512, SR 3, & US 101 EXISTING SPEED IS 60 MPH. SR 410 EXISTING SPEED IS 55 MPH.
14. SEQUENTIAL ARROW SIGNS SHALL HAVE COMMUNICATION CAPABILITIES, SEE SPECIAL PROVISION "SEQUENTIAL ARROW SIGNS (ARROW BOARDS)".

FREEWAY: SINGLE LEFT LANE CLOSURE, 9' MAX RIGHT SHOULDER SHIFT (45 MPH WORK ZONE SPEED LIMIT, 40 MPH ADVISORY SPEED)

(NOT TO SCALE)

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set.dgn				REGION NO. 10	STATE WASH	FED.AID PROJ.NO.
TIME	10:07:42 AM						
DATE	2/2/2024				JOB NUMBER 23C516		
PLOTTED BY	cuolom						
DESIGNED BY	C. HINDS				CONTRACT NO.	LOCATION NO. XL6798	
ENTERED BY	M. CUOIO						
CHECKED BY	M. MIES						
PROJ. ENGR.	V. HALL						
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY			

P.E. STAMP BOX — DATE

P.E. STAMP BOX — DATE

Washington State Department of Transportation

OR - REGION WIDE CRACK SEALING 23-25

TRAFFIC CONTROL PLAN

PLAN REF NO TC9

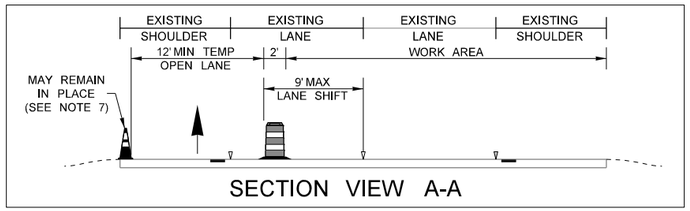
SHEET 16 OF 36 SHEETS

PCMS		
1	2	3
ROADWAY NARROWS 12' WIDE	SHOULDER DRIVING AHEAD	SLOW TRAFFIC AHEAD
1.5 SEC	1.5 SEC	1.5 SEC

FIELD LOCATE 1.5 +/- MILES PRIOR TO FIRST LANE CLOSURE TAPER.

REMOVE PHASE 3 WHEN TRAFFIC QUEUES NO LONGER PRESENT. INCREASE DISPLAY TO 2.0 SEC.

LOCATE PCMS PER WSDOT STANDARD SPEC. 1-10.3(3)C.

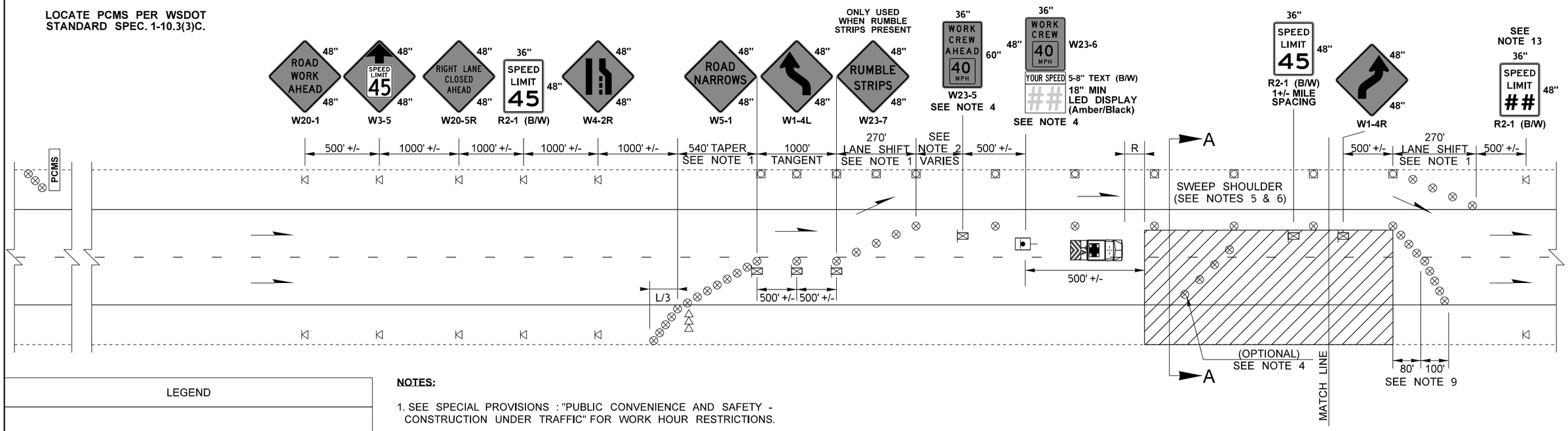


SECTION VIEW A-A

SHOULDER CLOSURE TAPER LENGTH = L/3	
SHOULDER WIDTH (feet)	L/3
6	90'
10	150'
FOR SHOULDERS LESS THAN 6 FEET, USE 3 DEVICES MINIMUM	

STATIONARY TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R	
HOST VEHICLE WEIGHT	R
9,900 TO 22,000 lbs.	123'
22,001+ lbs.	100'

MAXIMUM CHANNELIZATION DEVICE SPACING	
TAPER	TANGENT
30'	60'



LEGEND

- TEMPORARY SIGN LOCATION
- TEMPORARY SIGN LOCATION (5' MIN. HEIGHT)
- TRAFFIC SAFETY CONE
- TRAFFIC SAFETY DRUM
- TRAVEL DIRECTION OF OPEN LANE
- RADAR SPEED DISPLAY SIGN (RSDS)
- SEQUENTIAL ARROW SIGN
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- PROTECTIVE VEHICLE - ATTENUATOR OPTIONAL FOR SPEEDS 40MPH OR LESS
- WORK AREA

NOTES:

1. SEE SPECIAL PROVISIONS : "PUBLIC CONVENIENCE AND SAFETY - CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
2. IF FEASIBLE, AVOID PLACING LANE CLOSURE OR LANE SHIFT TAPERS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL CURVES.
3. DISTANCE INCREASES AS WORK AREA MOVES DOWNSTREAM.
4. RELOCATE RSDS AS WORK AREA MOVES DOWNSTREAM. ENGINEER MAY ORDER ADDITIONAL RSDS (WITH W23-6) AND W23-5 PRIOR TO EACH WORK CREW WITHIN WORK AREA.
5. IF USED, PLACE DEVICES TRANSVERSELY ACROSS CLOSED LANES AT 45° +/- AND 5' SPACING AT STRATEGIC LOCATIONS.
6. WHEN SHOULDER NARROWS, USE LANE SHIFTS (30:1 MIN SHIFT TAPER @ 16' MIN WIDTH) WITH W1-4 SIGNS 500' +/- PRIOR.
7. 28" TRAFFIC CONES MAY REMAIN IN PLACE THROUGHOUT THE PROJECT (THEY DO NOT HAVE TO BE REMOVED DAILY/NIGHTLY).
8. COVER ALL CONFLICTING SIGNAGE PER STANDARD SPEC 8-21.3(3).
9. DOWNSTREAM TAPER OPTIONAL ACROSS LEFT LANE, BUT FIRST 80' REQUIRED. DOWNSTREAM TAPER DEVICE SPACING IS 20'.
10. SIGNS OPTIONAL IF EXISTING SPEED LIMIT SIGNS PRESENT WITHIN 1500' +/- FOLLOWING THE DOWNSTREAM TAPER.
11. ADD "TRUCKS LEAVING HIGHWAY" AND "TRUCKS ENTERING HIGHWAY" (W21-30, 48"x48", 5' HEIGHT) SIGNS 500' +/- PRIOR TO WHERE CONSTRUCTION VEHICLES FREQUENTLY EXIT AND ENTER INTO THE OPEN LANE(S). ADJUST TO AVOID W1-4L SIGN.
12. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
13. I-5, SR 512, SR 3, & US 101 EXISTING SPEED IS 60 MPH. SR 410 EXISTING SPEED IS 55 MPH.
14. SEQUENTIAL ARROW SIGNS SHALL HAVE COMMUNICATION CAPABILITIES, SEE SPECIAL PROVISION "SEQUENTIAL ARROW SIGNS (ARROW BOARDS)".

FREEWAY: SINGLE RIGHT LANE CLOSURE, 9' MAX LEFT SHOULDER SHIFT (45 MPH WORK ZONE SPEED LIMIT, 40 MPH ADVISORY SPEED)

(NOT TO SCALE)

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set.dgn				REGION NO. 10	STATE WASH	FED.AID PROJ.NO.	PLAN REF NO TC10
TIME	10:08:10 AM							
DATE	2/2/2024				JOB NUMBER 23C516			SHEET 17 OF 36 SHEETS
PLOTTED BY	cuoiom							
DESIGNED BY	C. HINDS							
ENTERED BY	M. CUOIO				CONTRACT NO.		LOCATION NO. XL6798	
CHECKED BY	M. MIES							
PROJ. ENGR.	V. HALL							
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY				

P.E. STAMP BOX — DATE

P.E. STAMP BOX — DATE

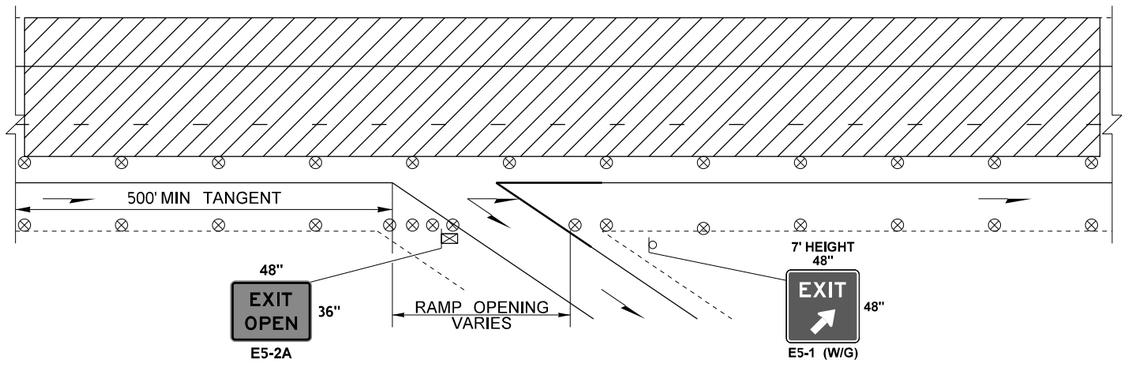
Washington State Department of Transportation

OR - REGION WIDE CRACK SEALING 23-25

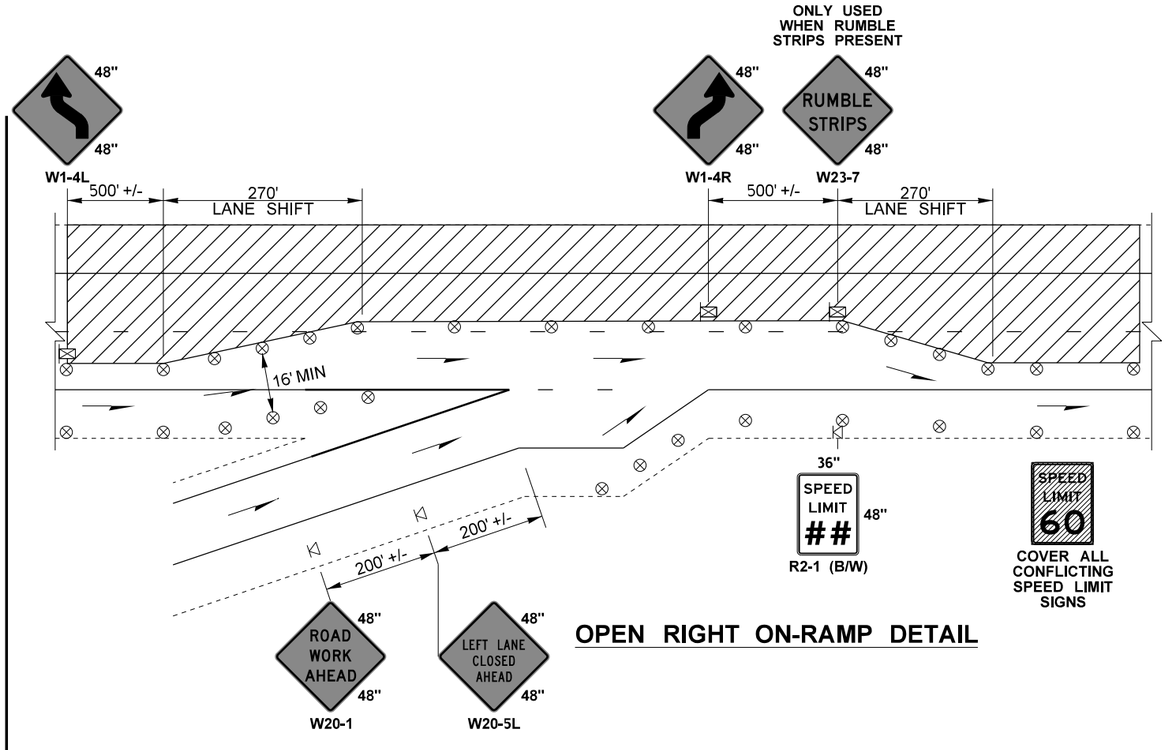
TRAFFIC CONTROL PLAN

NOTES:

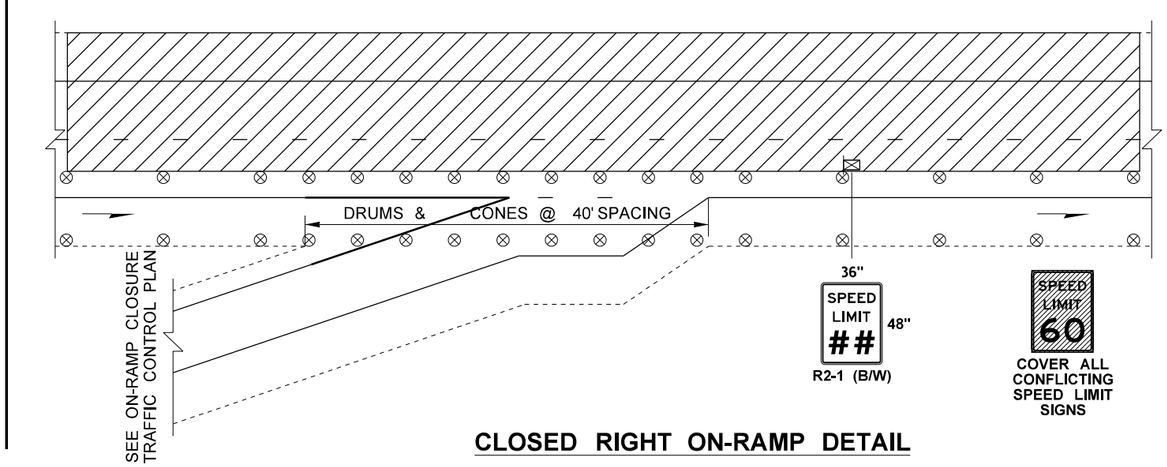
1. FOR LEGEND, TABLES, AND ADDITIONAL NOTES SEE: TC9.



OPEN RIGHT EXIT-RAMP DETAIL



OPEN RIGHT ON-RAMP DETAIL



CLOSED RIGHT ON-RAMP DETAIL

FREEWAY: SINGLE LEFT LANE CLOSURE, 9' MAX RIGHT SHOULDER SHIFT - RAMP DETAILS (45 MPH WORK ZONE SPEED LIMIT, 40 MPH ADVISORY SPEED)

(NOT TO SCALE)

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set.dgn						
TIME	10:08:37 AM				REGION NO. 10	STATE WASH	FED.AID PROJ.NO.
DATE	2/2/2024						
PLOTTED BY	cuoiom						
DESIGNED BY	C. HINDS				JOB NUMBER 23C516		
ENTERED BY	M. CUOIO						
CHECKED BY	M. MIES				CONTRACT NO.		LOCATION NO. XL6798
PROJ. ENGR.	V. HALL						
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY			

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Washington State Department of Transportation

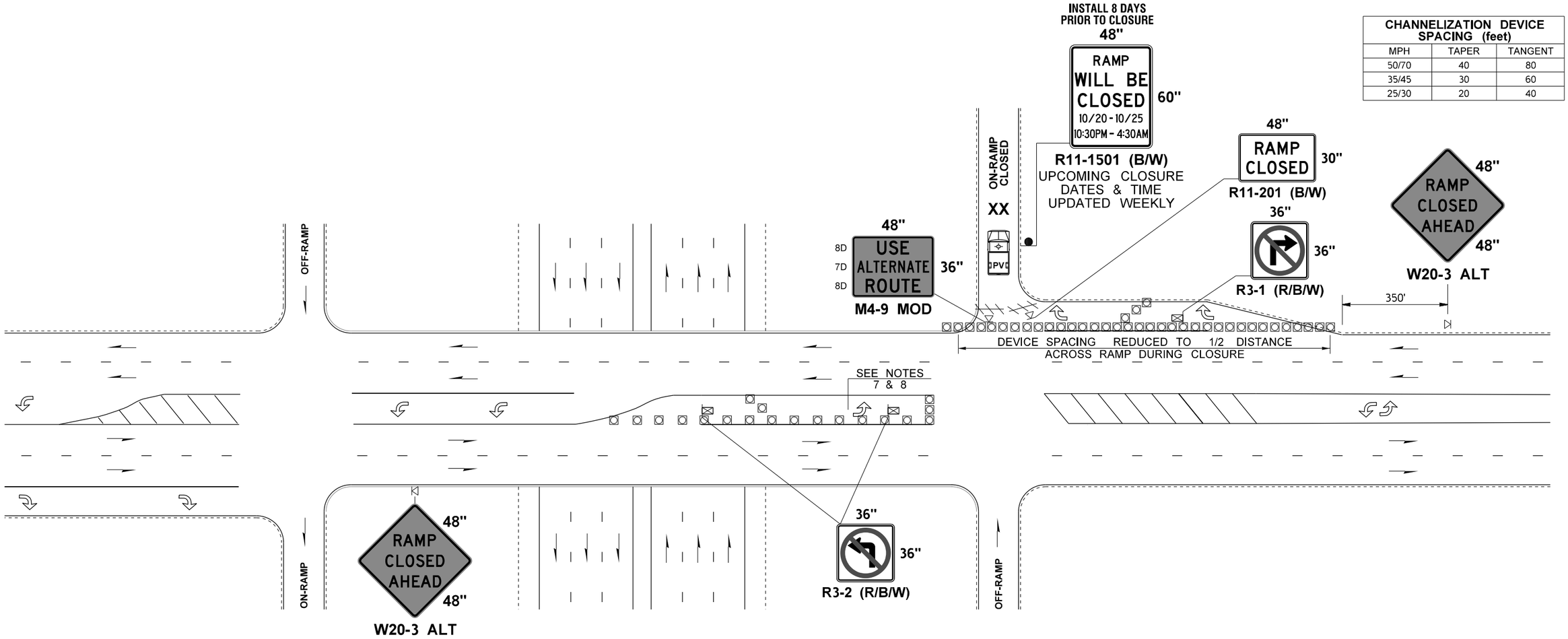
OR - REGION WIDE CRACK SEALING 23-25

TRAFFIC CONTROL PLAN

PLAN REF NO TC11

SHEET 18 OF 36 SHEETS

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40



LEGEND	
	TEMPORARY SIGN LOCATION
	SIGN LOCATION - POST MOUNT (CLASS "A")
	TEMPORARY SIGN LOCATION (5' MIN. HEIGHT)
	TRAFFIC SAFETY CONE
	TYPE 3 BARRICADE
	TRAVEL DIRECTION OF OPEN LANE
PVD	PROTECTIVE VEHICLE (SEE NOTE 3)

SHORT TERM ON-RAMP CLOSURE

(NOT TO SCALE)

NOTES:

1. SEE SPECIAL PROVISIONS: "PUBLIC CONVENIENCE AND SAFETY - CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
2. ALL SIGNS SHALL BE 48" X 48", UNLESS OTHERWISE SHOWN. ALL SIGNS SHALL BE BLACK ON ORANGE, UNLESS OTHERWISE SHOWN.
3. PROTECTIVE VEHICLE MAY BE A WORK VEHICLE.
4. COVER ALL GROUND MOUNTED CONFLICTING SIGNS.
5. NO ENCROACHMENT ON TRAVELED LANE. IF ENCROACHMENT IS NECESSARY, LANE SHALL BE CLOSED.
6. USE TRANSVERSE DEVICES IN CLOSED LANE EVERY 1000'.
7. WHEN MORE THAN ONE LEFT TURN POCKET IS PRESENT CLOSE ALL.
8. IF A DEDICATED LEFT TURN LANE IS NOT PRESENT, PLACE THE R3-2 SIGNS ON THE RIGHT SHOULDER.

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set-CH.dgn				REGION NO.	STATE	FED.AID PROJ.NO.		
TIME	11:23:40 AM				10	WASH			
DATE	2/2/2024				JOB NUMBER				
PLOTTED BY	hindscl				23C516				
DESIGNED BY	C. HINDS				CONTRACT NO.		LOCATION NO.		
ENTERED BY	M. CUOIO						XL6798		
CHECKED BY	M. MIES								
PROJ. ENGR.	V. HALL								
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY					

DATE
P.E. STAMP BOX

DATE
P.E. STAMP BOX

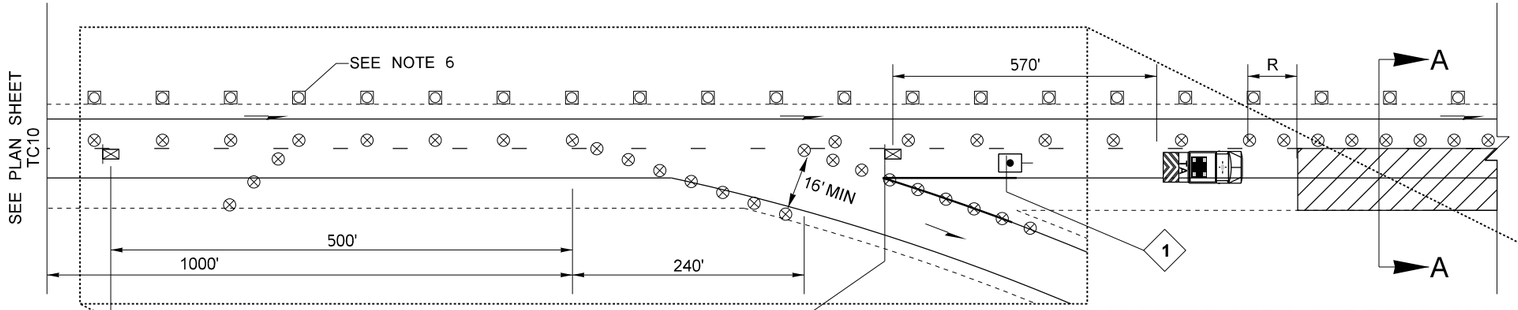
Washington State Department of Transportation

OR - REGION WIDE CRACK SEALING 23-25

TRAFFIC CONTROL PLAN

PLAN REF NO
TC12

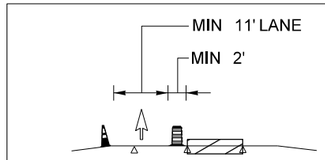
SHEET 19 OF 36 SHEETS



SINGLE RIGHT LANE CLOSURE WITH OFF-RAMP CLOSURE

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R					
HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.			HOST VEHICLE WEIGHT > 22,000 lbs.		
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH
100'	123'	172'	74'	100'	150'



SECTION VIEW A-A

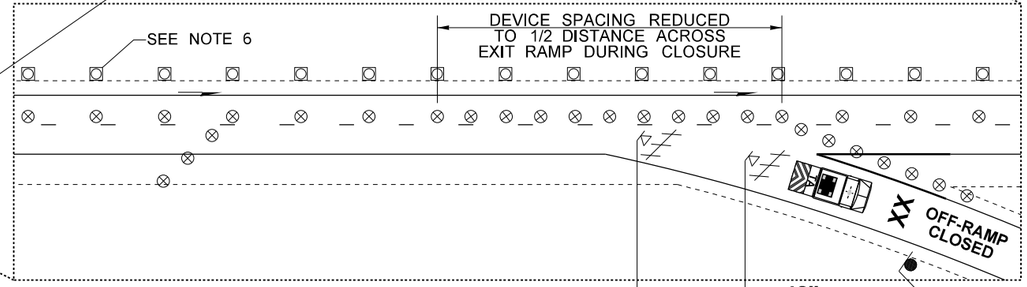
△ EXISTING PAVEMENT MARKING

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60

48"
EXIT OPEN
36"
E5-2A

1
36"
48" WORK CREW 40 MPH W23-6
YOUR SPEED ## 5-8" TEXT (B/W)
18" MIN LED DISPLAY (Amber/Black)
SEE NOTE 7

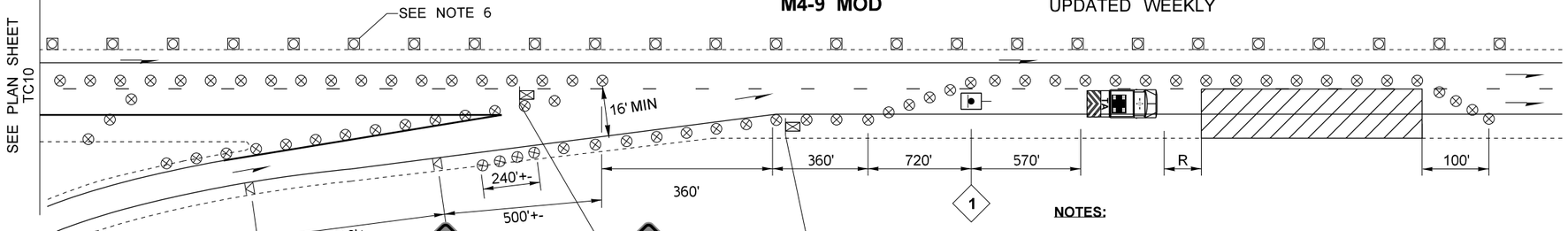
7' HEIGHT
48"
EXIT
48"
E5-1 (W/G)



48"
RAMP CLOSED
30"
R11-201 (B/W)

48"
8D USE ALTERNATE ROUTE 7D 8D
36"
M4-9 MOD

INSTALL 8 DAYS PRIOR TO CLOSURE
48"
RAMP WILL BE CLOSED
10/20 - 10/25
10:30PM - 4:30AM
60"
R11-1501 (B/W)
UPCOMING CLOSURE DATES & TIME UPDATED WEEKLY



48"
ROAD WORK AHEAD
48"
W20-1

48"
48"
W3-2A

48"
48"
W4-1R

YIELD
48"
48"
R1-2 (W/R)

LEGEND

- SIGN NOTE
- TEMPORARY SIGN LOCATION
- SIGN LOCATION - POST MOUNT CLASS A
- TEMPORARY SIGN LOCATION (5' MIN. HEIGHT)
- TRAFFIC SAFETY CONE
- TRAFFIC SAFETY DRUM
- TYPE 3 BARRICADE
- TRAVEL DIRECTION OF OPEN LANE
- RADAR SPEED DISPLAY SIGN (RSDS)
- PROTECTIVE VEHICLE - ATTENUATOR OPTIONAL FOR SPEEDS 40MPH OR LESS
- WORK AREA

NOTES:

1. SEE SPECIAL PROVISIONS : "PUBLIC CONVENIENCE AND SAFETY - CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
2. ALL SIGNS SHALL BE 48" X 48" BLACK ON ORANGE UNLESS OTHERWISE SHOWN.
3. EXTEND CHANNELIZING DEVICE TAPER ACROSS SHOULDER.
4. NO ENCROACHMENT ON TRAVELED LANE. IF ENCROACHMENT IS NECESSARY, LANE SHALL BE CLOSED USING AN APPROVED PLAN.
5. USE TRANSVERSE DEVICES IN CLOSED LANE EVERY 1000'.
6. DEVICES ARE REQUIRED ALONG EDGE OF SHOULDER DURING HOURS OF DARKNESS.
7. RELOCATE RSDS AS WORK AREA MOVES DOWNSTREAM. ENGINEER MAY ORDER ADDITIONAL RSDS (WITH W23-6) AND W23-5 PRIOR TO EACH WORK CREW WITHIN WORK AREA.

SINGLE RIGHT LANE CLOSURE WITH SHIFT AT OFF-RAMP AND ON-RAMP (REQUIRES SPEED LIMIT REDUCTION)

(NOT TO SCALE)

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set.dgn			
TIME	10:09:29 AM			
DATE	2/2/2024			
PLOTTED BY	cuolom			
DESIGNED BY	C. HINDS			
ENTERED BY	M. CUOIO			
CHECKED BY	M. MIES			
PROJ. ENGR.	V. HALL			
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY

REGION NO.	STATE	FED.AID PROJ.NO.
10	WASH	
JOB NUMBER		
23C516		
CONTRACT NO.		LOCATION NO.
		XL6798

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Washington State Department of Transportation

OR - REGION WIDE CRACK SEALING 23-25

TRAFFIC CONTROL PLAN

PLAN REF NO TC13

SHEET 20 OF 36 SHEETS

SIGN SPACING = X (1)		
FREEWAYS & EXPRESSWAYS	55 / 70 MPH	1500' ±
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS RESIDENTIAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ± (2)
URBAN STREETS	25 MPH OR LESS	100' ± (2)

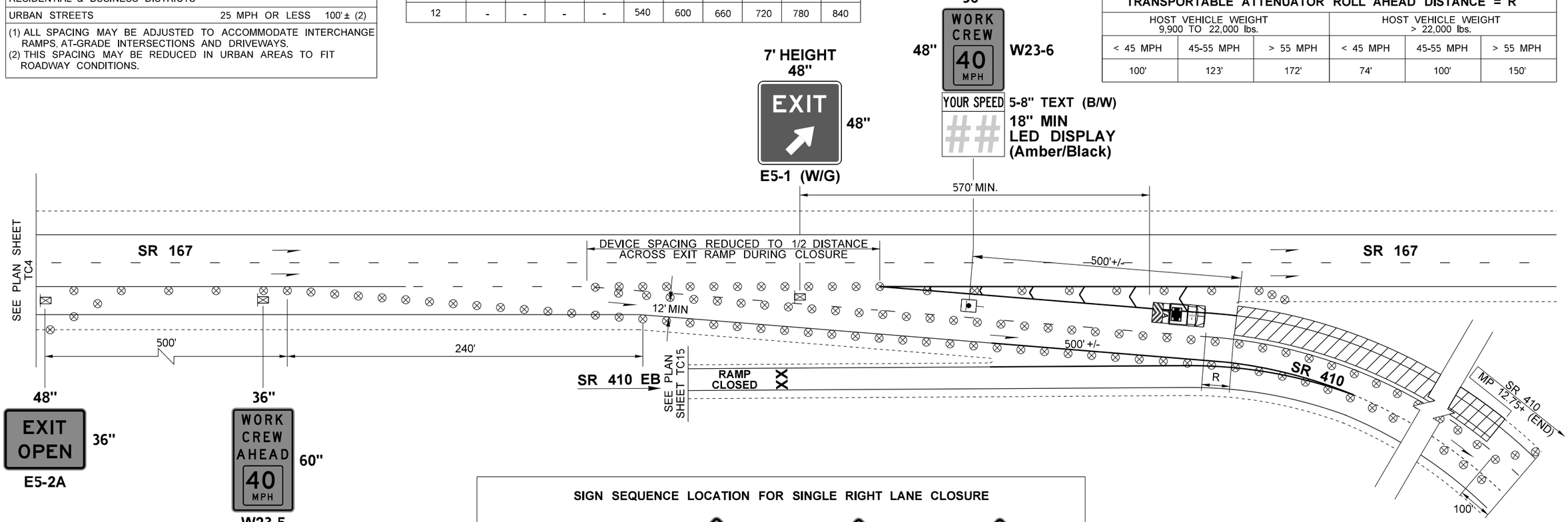
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MINIMUM LANE CLOSURE TAPER LENGTH = L (feet)										
LANE WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	-	-	-	-	-	-	-	-	-	-
11	-	-	-	-	495	550	605	660	-	-
12	-	-	-	-	540	600	660	720	780	840

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R					
HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.			HOST VEHICLE WEIGHT > 22,000 lbs.		
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH
100'	123'	172'	74'	100'	150'



LEGEND

- TEMPORARY SIGN LOCATION
- TEMPORARY SIGN LOCATION (5' MIN. HEIGHT)
- TRAFFIC SAFETY DRUM
- RADAR SPEED DISPLAY SIGN (RSDS)
- TRAVEL DIRECTION OF OPEN LANE
- PROTECTIVE VEHICLE - ATTENUATOR OPTIONAL FOR SPEEDS 40MPH OR LESS
- WORK AREA

SIGN SEQUENCE LOCATION FOR SINGLE RIGHT LANE CLOSURE

PCMS	
1	2
RIGHT LANE CLOSED	1/2 MILE AHEAD
2.0 SEC	2.0 SEC

SR 167 MP 5.46 (RT.)

W20-1
SR 167 MP 5.91 (RT.)

W20-5R
SR 167 MP 6.06 (RT.)

W4-2R
SR 167 MP 6.21 (RT.)

SINGLE RIGHT & LEFT LANE CLOSURE AT OFF-RAMP

(NOT TO SCALE)

NOTES:

1. SEE SPECIAL PROVISIONS : "PUBLIC CONVENIENCE AND SAFETY - CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
2. ALL SIGNS SHALL BE 48" X 48", UNLESS OTHERWISE SHOWN. ALL SIGNS SHALL BE BLACK ON ORANGE, UNLESS OTHERWISE SHOWN.
3. COVER ALL EXISTING CONFLICTING GROUND MOUNTED SIGNS.
4. NO ENCROACHMENT ON TRAVELED LANE. IF ENCROACHMENT IS NECESSARY, LANE SHALL BE CLOSED.
5. USE TRANSVERSE DEVICES IN CLOSED LANE EVERY 1000'.

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set.dgn				REGION NO. 10	STATE WASH	FED.AID PROJ.NO.	PLAN REF NO TC14
TIME	10:11:05 AM							
DATE	2/2/2024							
PLOTTED BY	cuoiom							
DESIGNED BY	C. HINDS				JOB NUMBER 23C516			
ENTERED BY	M. CUOIO							
CHECKED BY	M. MIES				CONTRACT NO.		LOCATION NO. XL6798	
PROJ. ENGR.	V. HALL							
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY				

P.E. STAMP BOX — DATE

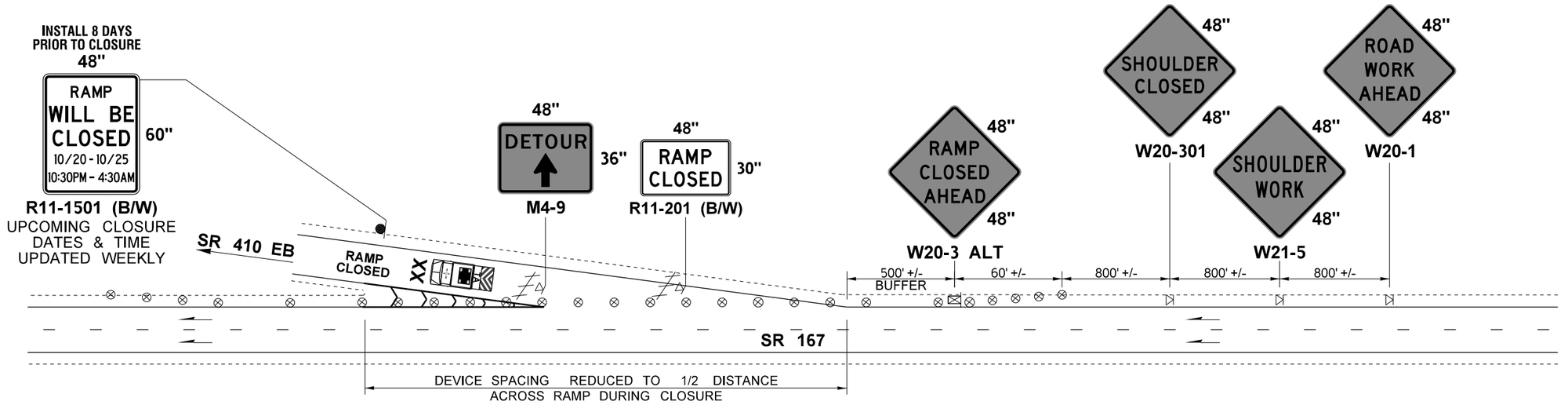
P.E. STAMP BOX — DATE

Washington State Department of Transportation

OR - REGION WIDE CRACK SEALING 23-25

TRAFFIC CONTROL PLAN

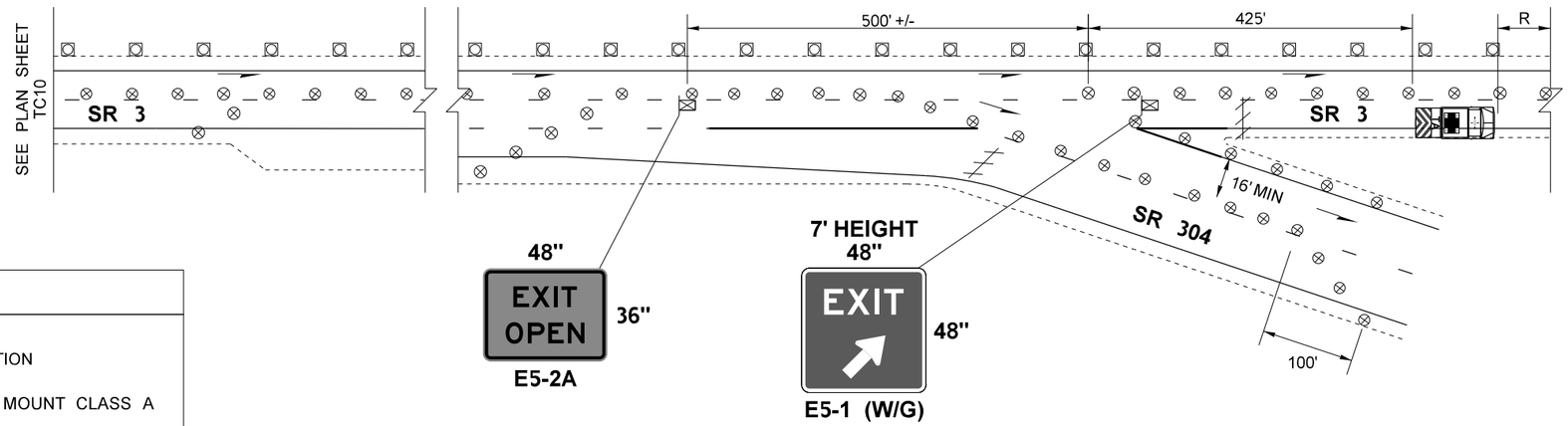
SHEET 21 OF 36 SHEETS



RAMP CLOSURE

THIS SHALL BE USED WITH DU3.
(NOT TO SCALE)

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R					
HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.			HOST VEHICLE WEIGHT > 22,000 lbs.		
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH
100'	123'	172'	74'	100'	150'



CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/65	40	80
35/45	30	60

SINGLE RIGHT LANE CLOSURE AT OFF-RAMP WITH SHIFT

(NOT TO SCALE)

LEGEND

- TEMPORARY SIGN LOCATION
- SIGN LOCATION - POST MOUNT CLASS A
- TEMPORARY SIGN LOCATION (5' MIN. HEIGHT)
- TRAFFIC SAFETY DRUM
- TYPE 3 BARRICADE
- TRAVEL DIRECTION OF OPEN LANE
- PROTECTIVE VEHICLE - ATTENUATOR OPTIONAL FOR SPEEDS 40MPH OR LESS

NOTES:

1. SEE SPECIAL PROVISIONS: "PUBLIC CONVENIENCE AND SAFETY - CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
2. ALL SIGNS MUST BE 48"X 48" UNLESS OTHERWISE SHOWN. ALL SIGNS MUST BE BLACK ON ORANGE UNLESS OTHERWISE SHOWN.
3. COVER ALL EXISTING CONFLICTING GROUND MOUNTED SIGNS.
4. DEVICES ARE REQUIRED ALONG EDGE OF LEFT SHOULDER DURING HOURS OF DARKNESS.

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set.dgn				REGION NO.	STATE	FED.AID PROJ.NO.	
TIME	10:11:33 AM				10	WASH		
DATE	2/2/2024				JOB NUMBER			
PLOTTED BY	cuoiom				23C516			
DESIGNED BY	C. HINDS				CONTRACT NO.		LOCATION NO.	
ENTERED BY	M. CUOIO						XL6798	
CHECKED BY	M. MIES							
PROJ. ENGR.	V. HALL							
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY				

P.E. STAMP BOX — DATE

P.E. STAMP BOX — DATE

Washington State Department of Transportation

OR - REGION WIDE CRACK SEALING 23-25

TRAFFIC CONTROL PLAN

PLAN REF NO TC15

SHEET 22 OF 36 SHEETS

SIGN SPACING = X (1)		
FREEWAYS & EXPRESSWAYS	55 / 70 MPH	1500' ±
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS RESIDENTIAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ± (2)
URBAN STREETS	25 MPH OR LESS	100' ± (2)

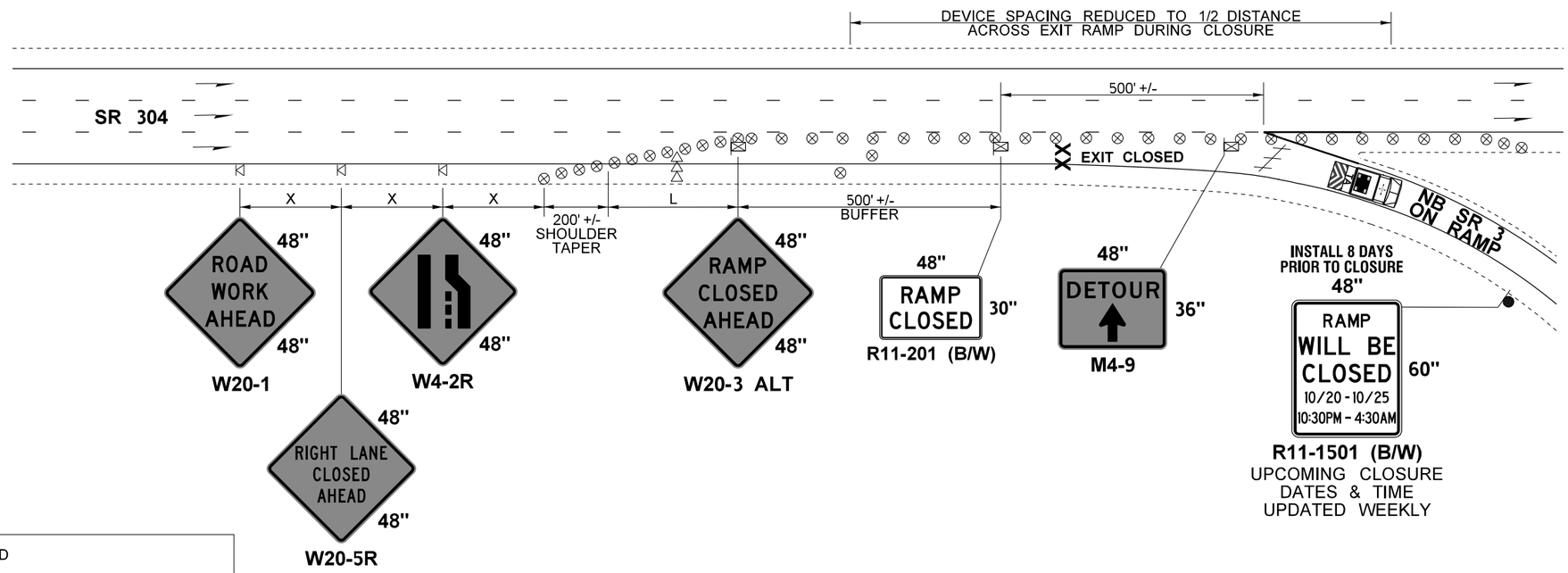
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

MINIMUM LANE CLOSURE TAPER LENGTH = L (feet)										
LANE WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	-	-	-	-	-	-	-	-	-	-
11	-	-	-	-	495	550	605	660	-	-
12	-	-	-	-	540	600	660	720	780	840

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R					
HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.			HOST VEHICLE WEIGHT > 22,000 lbs.		
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH
100'	123'	172'	74'	100'	150'



LEGEND	
	TEMPORARY SIGN LOCATION
	SIGN LOCATION - POST MOUNT CLASS A
	TEMPORARY SIGN LOCATION (5' MIN. HEIGHT)
	TRAFFIC SAFETY DRUM
	TYPE 3 BARRICADE
	SEQUENTIAL ARROW SIGN
	TRAVEL DIRECTION OF OPEN LANE
	PROTECTIVE VEHICLE - ATTENUATOR OPTIONAL FOR SPEEDS 40MPH OR LESS

SINGLE RIGHT LANE CLOSURE WITH OFF-RAMP CLOSURE

(NOT TO SCALE)

NOTES:

1. SEE SPECIAL PROVISIONS : "PUBLIC CONVENIENCE AND SAFETY - CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
2. ALL SIGNS SHALL BE 48" X 48", UNLESS OTHERWISE SHOWN. ALL SIGNS SHALL BE BLACK ON ORANGE, UNLESS OTHERWISE SHOWN.
3. COVER ALL EXISTING CONFLICTING GROUND MOUNTED SIGNS.
4. NO ENCROACHMENT ON TRAVELED LANE. IF ENCROACHMENT IS NECESSARY, LANE SHALL BE CLOSED.
5. USE TRANSVERSE DEVICES IN CLOSED LANE EVERY 1000'.
6. SEQUENTIAL ARROW SIGNS SHALL HAVE COMMUNICATION CAPABILITIES, SEE SPECIAL PROVISION "SEQUENTIAL ARROW SIGNS (ARROW BOARDS)".
7. THIS PLAN SHALL BE USED WITH DU1.

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set.dgn			
TIME	10:12:06 AM			
DATE	2/2/2024			
PLOTTED BY	cuoiom			
DESIGNED BY	C. HINDS			
ENTERED BY	M. CUOIO			
CHECKED BY	M. MIES			
PROJ. ENGR.	V. HALL			
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY

REGION NO.	STATE	FED.AID PROJ.NO.
10	WASH	
JOB NUMBER 23C516		
CONTRACT NO.	LOCATION NO. XL6798	

P.E. STAMP BOX — DATE

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Washington State Department of Transportation

OR - REGION WIDE CRACK SEALING 23-25

TRAFFIC CONTROL PLAN

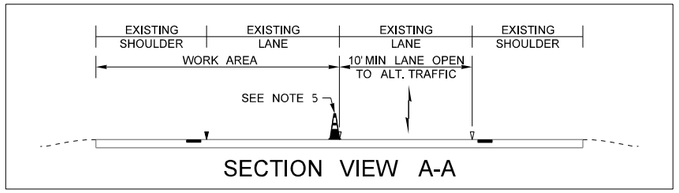
PLAN REF NO TC16

SHEET 23 OF 36 SHEETS

RECOMMENDED SIGN SPACING = X (1)		
RURAL HIGHWAYS	60-65 MPH	800' ±
RURAL ROADS	45-55 MPH	500' ±
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.		

LONGITUDINAL BUFFER SPACE = B					
SPEED (MPH)	45	50	55	60	65
B (feet)	360	425	495	570	645
Buffer space may be adjusted (±) based on field conditions.					

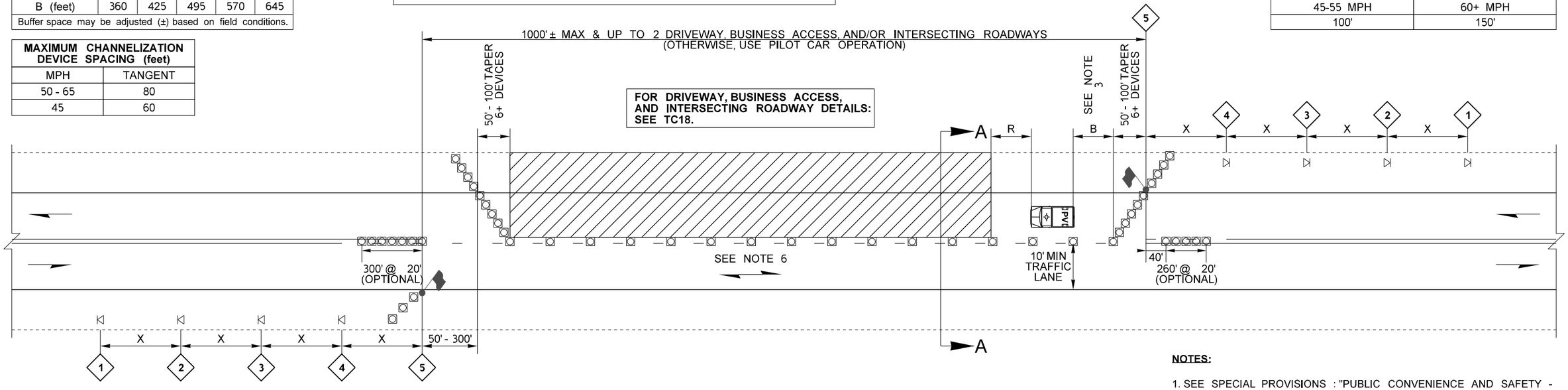
MAXIMUM CHANNELIZATION DEVICE SPACING (feet)	
MPH	TANGENT
50 - 65	80
45	60



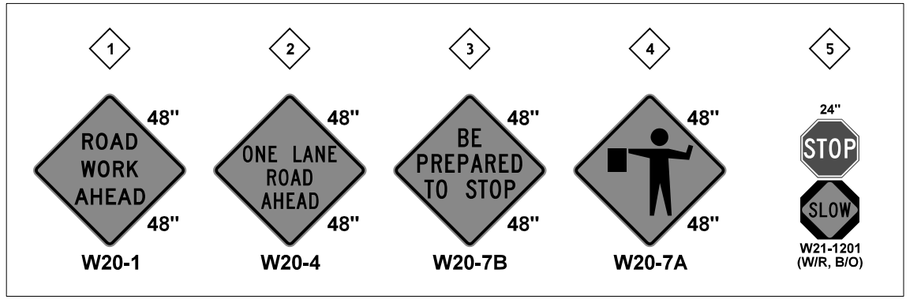
SECTION VIEW A-A

PROTECTIVE VEHICLE ROLL AHEAD DISTANCE = R
STRATEGICALLY POSITION WORK VEHICLE TO PROTECT WORK CREW. 40' - 80' RECOMMENDED.

STATIONARY TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R	
HOST VEHICLE WEIGHT 22,000+ lbs.	
45-55 MPH	60+ MPH
100'	150'



LEGEND	
#	SIGN NOTE
	TEMPORARY SIGN LOCATION
	TRAFFIC SAFETY CONE (SEE NOTE 5)
	FLAGGING STATION
	TRAVEL DIRECTION OF OPEN LANE
PVD	PROTECTIVE VEHICLE
	WORK AREA



ALTERNATING 1-LANE, 2-WAY TRAFFIC: FLAGGER-CONTROLLED (45+ MPH HIGHWAYS)

(NOT TO SCALE)

NOTES:

1. SEE SPECIAL PROVISIONS : "PUBLIC CONVENIENCE AND SAFETY - CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
2. NIGHT WORK REQUIRES ADDITIONAL ROADWAY LIGHTING AT FLAGGING STATIONS, SEE STANDARD SPECIFICATIONS FOR ADDITIONAL DETAILS.
3. AVOID PLACING LANE CLOSURE TAPERS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL & VERTICAL CURVES BY ADJUSTING LONGITUDINAL BUFFER SPACE.
4. IF LONGITUDINAL BUFFER SPACE REDUCED FROM DISTANCES LISTED IN TABLE, UPGRADE PROTECTIVE VEHICLE (PV) TO A TRANSPORTABLE ATTENUATOR (TA). ADDITIONAL PV/TAs MAY BE ADDED AT SEPARATE WORK CREWS.
5. MAY SHIFT LATERALLY. 36" TRAFFIC CONES, 42" TALL CHANNELIZATION DEVICES, OR TRAFFIC SAFETY DRUMS OK.
6. PEDESTRIAN & BICYCLIST ACCOMMODATIONS (ENGINEER TO ACCEPT ANY ALTERNATIVE STRATEGIES):
   (A) ALLOW PEDESTRIANS TO USE THE PAVED SHOULDER OR ADJACENT PATH OPPOSITE THE WORK AREA
   (B) COMBINE BIKES & VEHICULAR TRAFFIC. BIKES TO CLEAR PRIOR TO RELEASING ONCOMING TRAFFIC
   (C) PROVIDE FREE SHUTTLE (WORK TRUCK, VAN, OR BUS MAY BE USED)
7. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
8. EXISTING PAVEMENT MARKINGS MAY VARY.
9. FOR AFAD FLAGGER-CONTROLLED PLAN DETAILS SEE TC26.

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set.dgn				REGION NO.	STATE	FED.AID PROJ.NO.	
TIME	10:12:40 AM				10	WASH		
DATE	2/2/2024				JOB NUMBER			
PLOTTED BY	cuolom				23C516			
DESIGNED BY	C. HINDS				CONTRACT NO.		LOCATION NO.	
ENTERED BY	M. CUOIO						XL6798	
CHECKED BY	M. MIES							
PROJ. ENGR.	V. HALL							
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY				

P.E. STAMP BOX — DATE

P.E. STAMP BOX — DATE

Washington State Department of Transportation

OR - REGION WIDE CRACK SEALING 23-25

TRAFFIC CONTROL PLAN

PLAN REF NO TC17

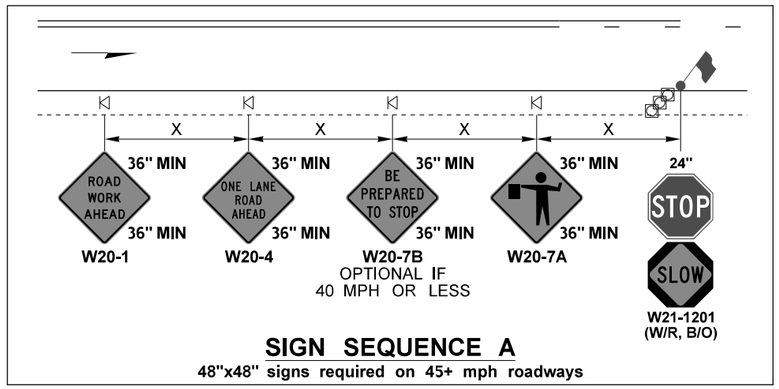
SHEET 24 OF 36 SHEETS

NOTES:

10. FOR LEGEND, TABLE, AND ADDITIONAL NOTES: SEE TC17.

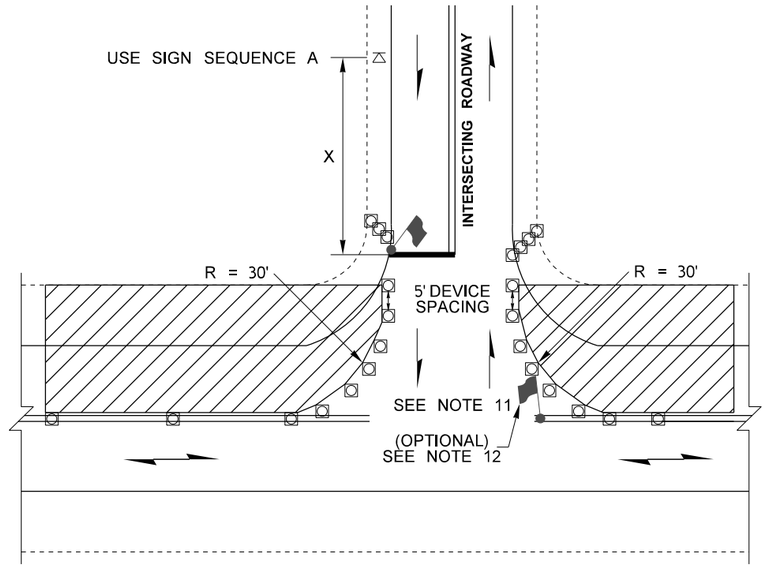
11. WORK MAY BRIEFLY OCCUR WITHIN LANE CLOSURE ACROSS INTERSECTING ROADWAY APPROACHES, BUSINESS ACCESSES, OR DRIVEWAYS. MAY HOLD APPROACH OR ACCESS TRAFFIC FOR 5 MINUTES OR LESS (ENGINEER MAY ACCEPT HOLDS UP TO 10 MINUTES) WHILE RESTRICTING TURNS FROM MAINLINE. CHANNELIZATION DEVICES DELINEATING APPROACH OR ACCESS MAY BE REMOVED OR RELOCATED AS NEEDED.

12. SINGLE FLAGGER (WITH RED FLAG/ RED GLOW CONE FLASHLIGHT) MAY BE ADDED TO THE INTERSECTING ROADWAY APPROACH TO HELP GUIDE ALTERNATING & TURNING TRAFFIC.

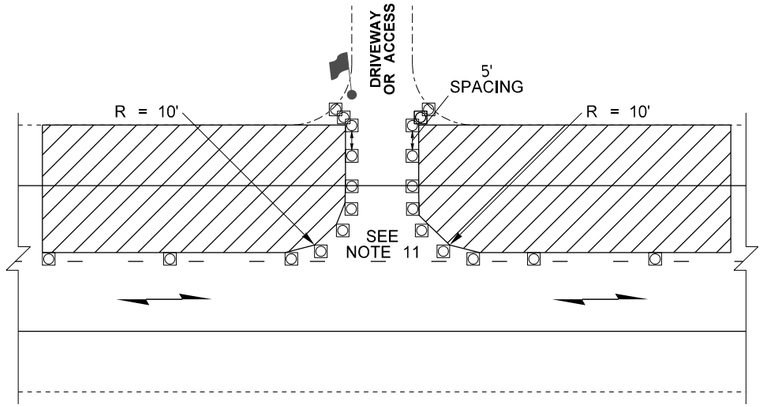


SIGN SEQUENCE A

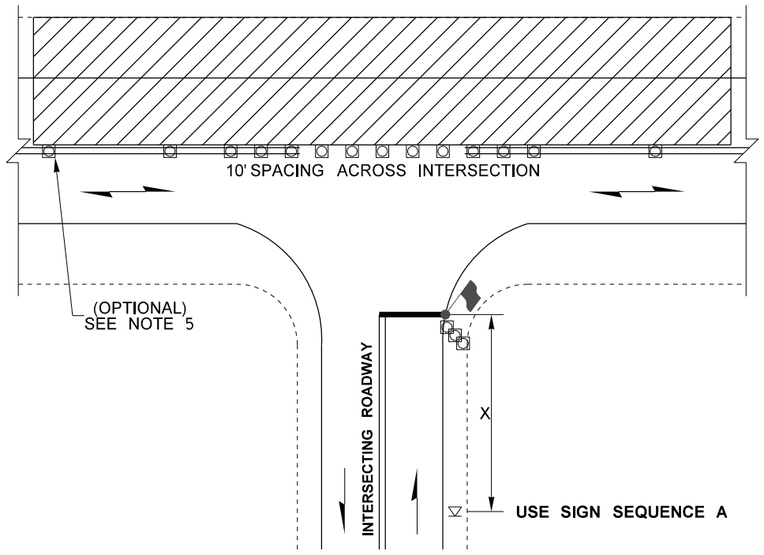
48"x48" signs required on 45+ mph roadways



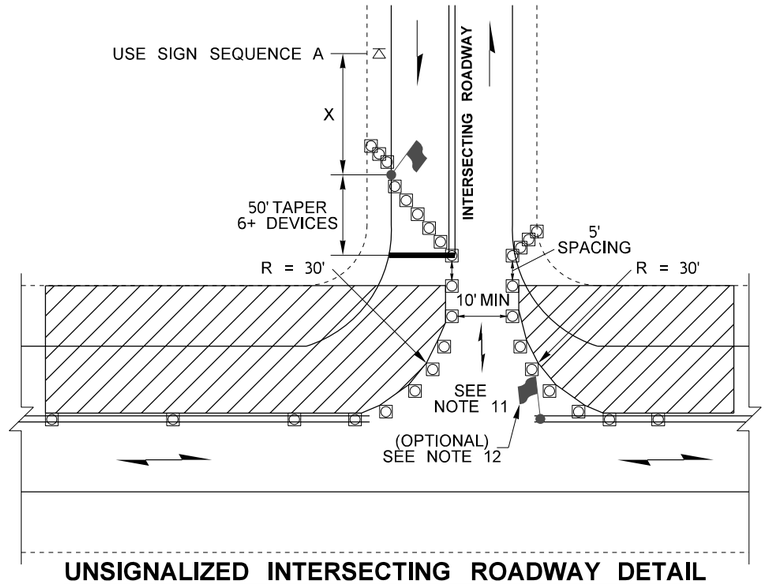
UNSIGNALIZED INTERSECTING ROADWAY DETAIL SAME SIDE AS LANE CLOSURE (TWO OPEN LANES)



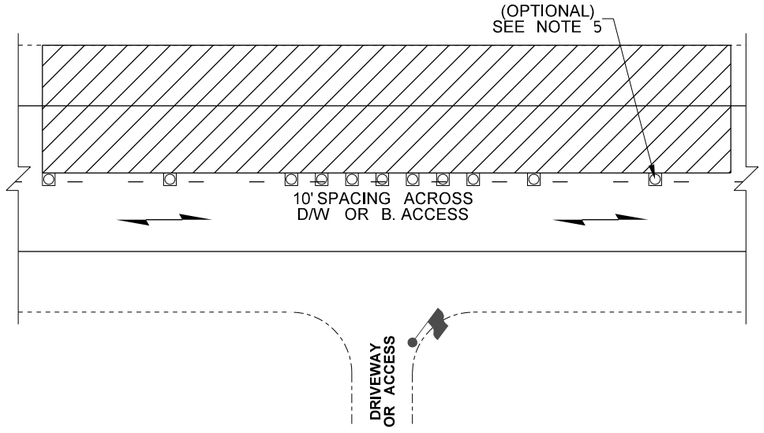
DRIVEWAY OR BUSINESS ACCESS DETAIL SAME SIDE AS LANE CLOSURE



UNSIGNALIZED INTERSECTING ROADWAY DETAIL OPPOSITE OF LANE CLOSURE



UNSIGNALIZED INTERSECTING ROADWAY DETAIL SAME SIDE AS LANE CLOSURE (SINGLE OPEN LANE)



DRIVEWAY OR BUSINESS ACCESS DETAIL OPPOSITE OF LANE CLOSURE

ALTERNATING 1-LANE, 2-WAY TRAFFIC: FLAGGER-CONTROLLED, INTERSECTION DETAILS (45+ MPH HIGHWAYS)

(NOT TO SCALE)

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set.dgn				REGION NO. 10	STATE WASH	FED.AID PROJ.NO.	Washington State Department of Transportation
TIME	10:13:08 AM							OR - REGION WIDE CRACK SEALING 23-25
DATE	2/2/2024				JOB NUMBER 23C516			PLAN REF NO TC18
PLOTTED BY	cuolom							
DESIGNED BY	C. HINDS				CONTRACT NO.	LOCATION NO. XL6798		TRAFFIC CONTROL PLAN
ENTERED BY	M. CUOIO							SHEET 25 OF 36 SHEETS
CHECKED BY	M. MIES							
PROJ. ENGR.	V. HALL							
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY	P.E. STAMP BOX DATE		P.E. STAMP BOX DATE	

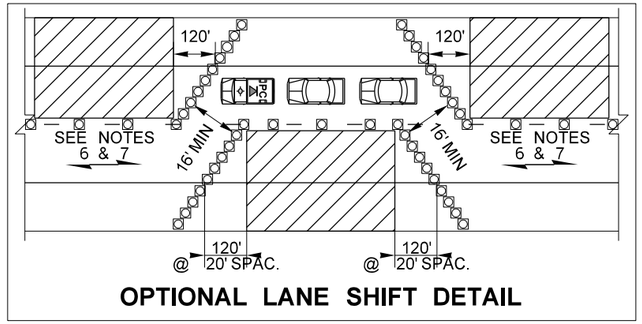
RECOMMENDED SIGN SPACING = X (1)		
RURAL HIGHWAYS	60-65 MPH	800' ±
RURAL ROADS	45-55 MPH	500' ±
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.		

STATIONARY TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R	
HOST VEHICLE WEIGHT 22,000+ lbs.	
45-55 MPH	60+ MPH
100'	150'

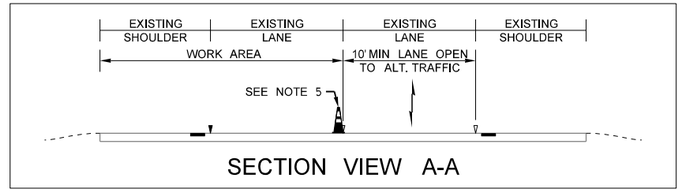
MAXIMUM CHANNELIZATION DEVICE SPACING (feet)	
MPH	TANGENT
50 - 65	80
45	60

LONGITUDINAL BUFFER SPACE = B					
SPEED (MPH)	45	50	55	60	65
B (feet)	360	425	495	570	645
Buffer space may be adjusted (±) based on field conditions.					

PROTECTIVE VEHICLE ROLL AHEAD DISTANCE = R
STRATEGICALLY POSITION WORK VEHICLE TO PROTECT WORK CREW. 40' - 80' RECOMMENDED.

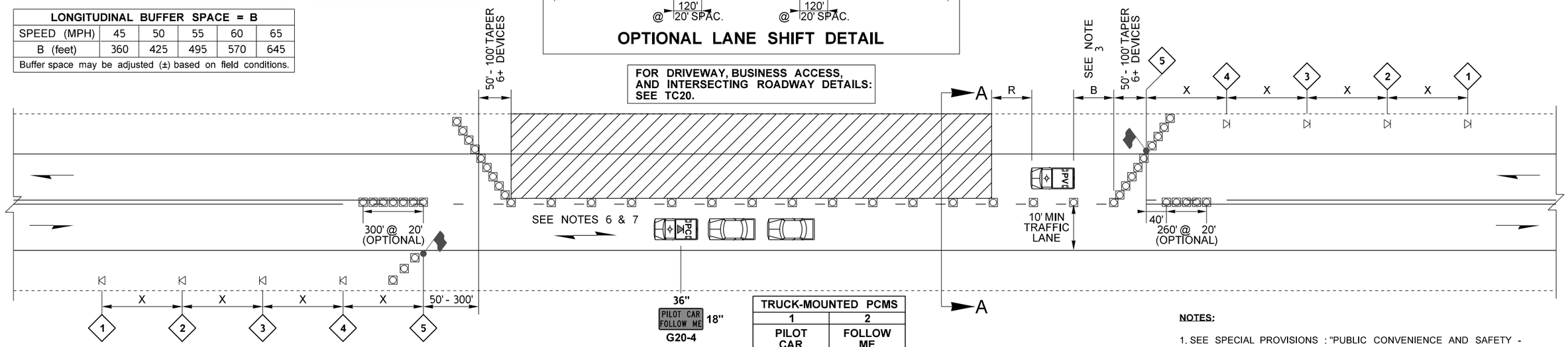


OPTIONAL LANE SHIFT DETAIL



SECTION VIEW A-A

FOR DRIVEWAY, BUSINESS ACCESS, AND INTERSECTING ROADWAY DETAILS: SEE TC20.



G20-4

TRUCK-MOUNTED PCMS	
1	2
PILOT CAR	FOLLOW ME
2.0 SEC	2.0 SEC

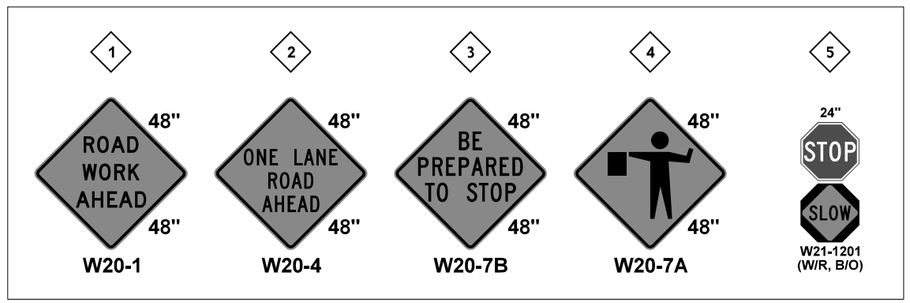
10+ INCH CHARACTERS MOUNTED TO PILOT CAR.

NOTES:

1. SEE SPECIAL PROVISIONS : "PUBLIC CONVENIENCE AND SAFETY - CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
2. NIGHT WORK REQUIRES ADDITIONAL ROADWAY LIGHTING AT FLAGGING STATIONS, SEE STANDARD SPECIFICATIONS FOR ADDITIONAL DETAILS.
3. AVOID PLACING LANE CLOSURE TAPERS WITHIN OR IMMEDIATELY FOLLOWING HORIZONTAL & VERTICAL CURVES BY ADJUSTING LONGITUDINAL BUFFER SPACE.
4. IF LONGITUDINAL BUFFER SPACE REDUCED FROM DISTANCES LISTED IN TABLE, UPGRADE PROTECTIVE VEHICLE (PV) TO A TRANSPORTABLE ATTENUATOR (TA). ADDITIONAL PV/TAs MAY BE ADDED AT SEPARATE WORK CREWS.
5. MAY SHIFT LATERALLY, 36" TRAFFIC CONES, 42" TALL CHANNELIZATION DEVICES, OR TRAFFIC SAFETY DRUMS OK.
6. PEDESTRIAN & BICYCLIST ACCOMMODATIONS (ENGINEER TO ACCEPT ANY ALTERNATIVE STRATEGIES):
   (A) ALLOW PEDESTRIANS TO USE THE PAVED SHOULDER OR ADJACENT PATH OPPOSITE THE WORK AREA
   (B) COMBINE BIKES WITH VEHICULAR TRAFFIC. BIKES ESCORTED DIRECTLY BEHIND PILOT CAR @ 10± MPH
   (C) PROVIDE FREE PED/BIKE SHUTTLE (PILOT CAR, WORK VEHICLE, VAN, OR BUS MAY BE USED)
   (D) ALTERNATE BIKE/PEDS USING A SEPARATED 2-WAY BIKE LANE
7. PILOT CAR OPERATOR TO DRIVE SPEED PRUDENT FOR WORK ZONE CONDITIONS, STOPPING TRAFFIC IF NECESSARY, UP TO A MAXIMUM SPEED OF 35 MPH (25 MPH AT LANE SHIFT), 10± MPH WHEN ESCORTING BIKES.
8. SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE INDICATED.
9. FOR AFAD FLAGGER-CONTROLLED PLAN DETAILS SEE TC26.

LEGEND

- # — SIGN NOTE
- TEMPORARY SIGN LOCATION
- TRAFFIC SAFETY CONE (SEE NOTE 5)
- FLAGGING STATION
- TRAVEL DIRECTION OF OPEN LANE
- PVD — PROTECTIVE VEHICLE
- PPC — PILOT CAR (SEE NOTES 6 & 7)
- MOTORIST VEHICLE
- WORK AREA



W20-1 W20-4 W20-7B W20-7A W21-1201 (W/R, B/O)

PILOT CAR OPERATION FOR ALTERNATING 1-LANE, 2-WAY TRAFFIC: FLAGGER-CONTROLLED (45+ MPH HIGHWAYS)

(NOT TO SCALE)

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ_WZTC\XL6798_TC_Plan Set.dgn				REGION NO. 10	STATE WASH	FED.AID PROJ.NO.	PLAN REF NO TC19
TIME	10:14:08 AM							
DATE	2/2/2024							
PLOTTED BY	cuolom							
DESIGNED BY	C. HINDS				JOB NUMBER 23C516			
ENTERED BY	M. CUOIO							
CHECKED BY	M. MIES				CONTRACT NO.		LOCATION NO. XL6798	
PROJ. ENGR.	V. HALL							
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY				

P.E. STAMP BOX — DATE

P.E. STAMP BOX — DATE

Washington State Department of Transportation

OR - REGION WIDE CRACK SEALING 23-25

TRAFFIC CONTROL PLAN

SHEET 26 OF 36 SHEETS

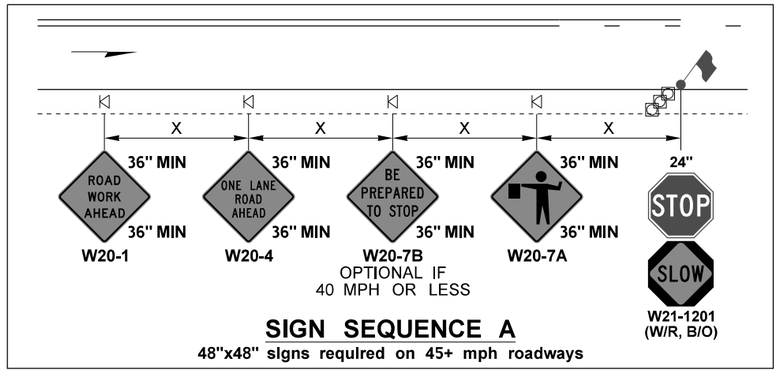
NOTES:

10. FOR LEGEND, TABLE, AND ADDITIONAL NOTES: SEE TC19.

11. EXISTING PAVEMENT MARKINGS MAY VARY.

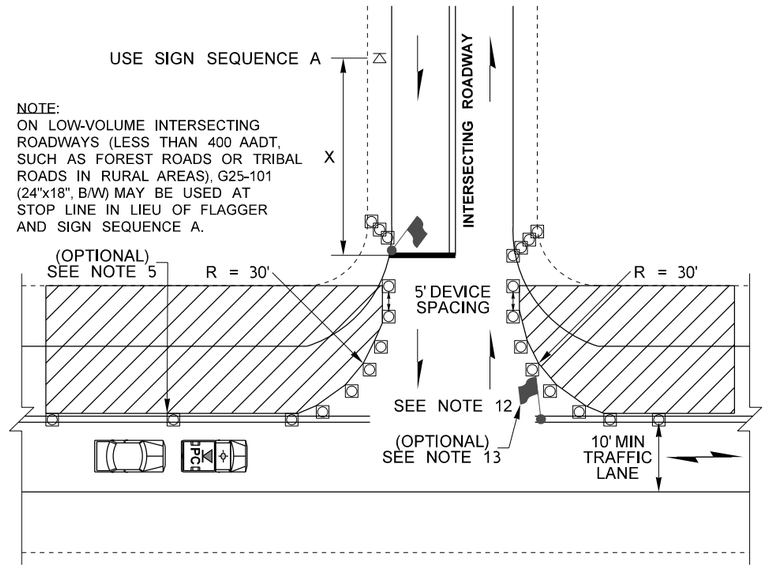
12. WORK MAY BRIEFLY OCCUR WITHIN LANE CLOSURE ACROSS INTERSECTING ROADWAY APPROACHES, BUSINESS ACCESSES, OR DRIVEWAYS. MAY HOLD APPROACH OR ACCESS TRAFFIC FOR 5 MINUTES OR LESS (ENGINEER MAY ACCEPT HOLDS UP TO 10 MINUTES) WHILE RESTRICTING TURNS FROM MAINLINE. CHANNELIZATION DEVICES DELINEATING APPROACH OR ACCESS MAY BE REMOVED OR RELOCATED AS NEEDED.

13. SINGLE FLAGGER (WITH RED FLAG/ RED GLOW CONE FLASHLIGHT) MAY BE ADDED TO THE INTERSECTING ROADWAY APPROACH TO HELP GUIDE ALTERNATING & TURNING TRAFFIC.

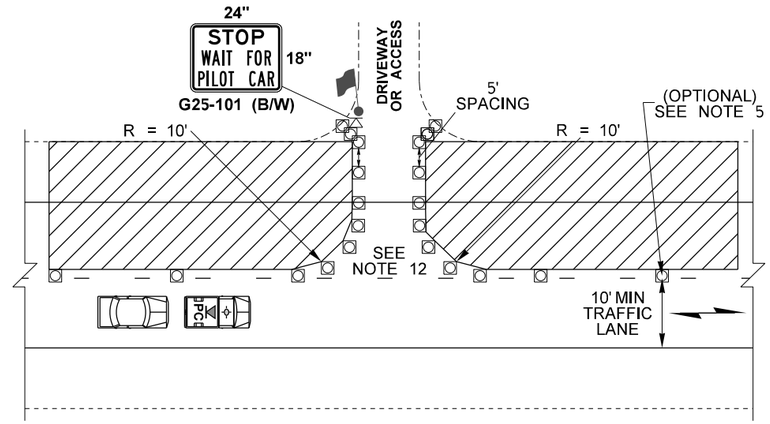


SIGN SEQUENCE A

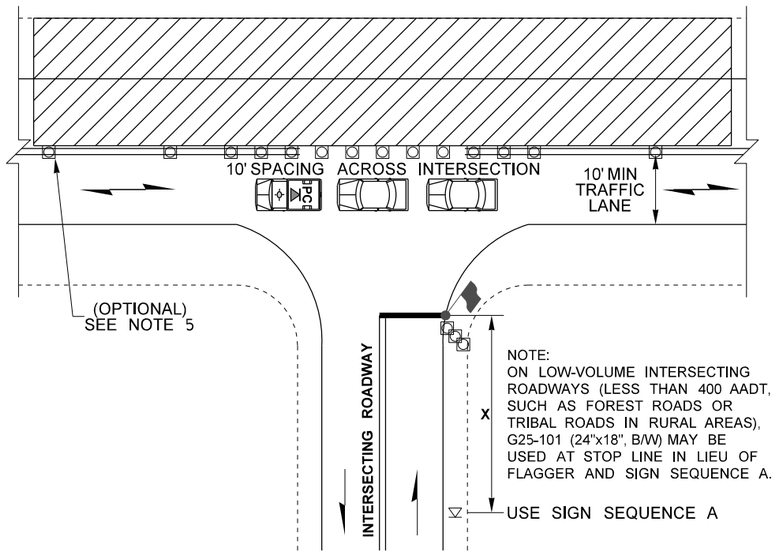
48"x48" signs required on 45+ mph roadways



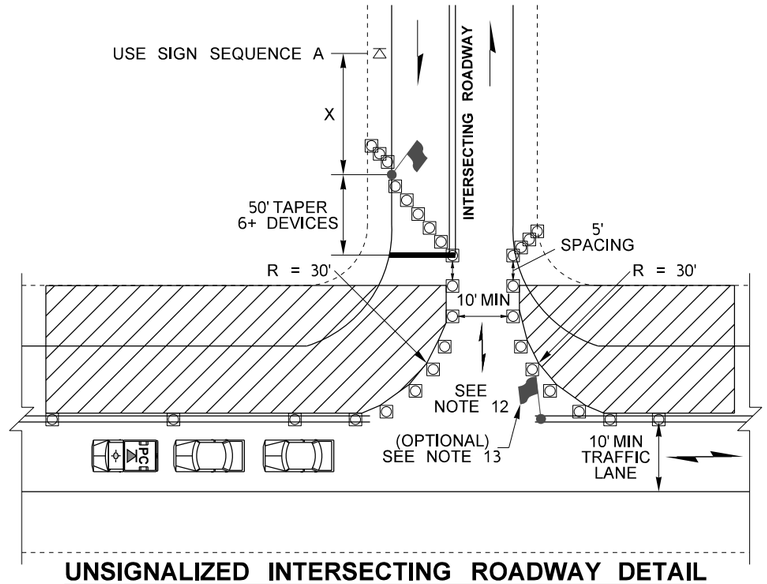
UNSIGNALIZED INTERSECTING ROADWAY DETAIL
SAME SIDE AS LANE CLOSURE (TWO OPEN LANES)



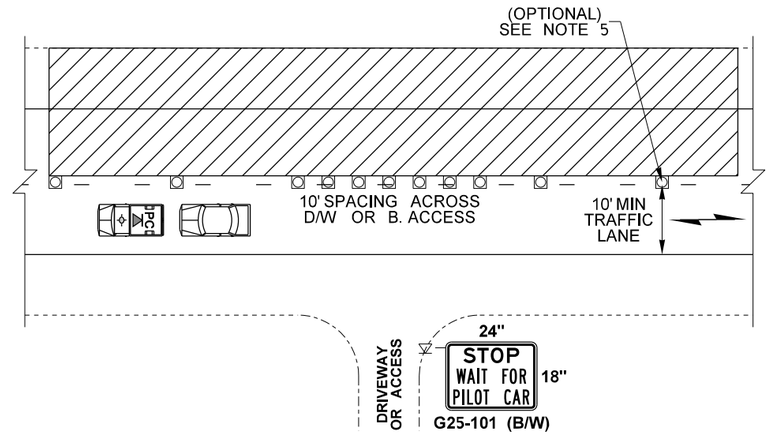
DRIVEWAY OR BUSINESS ACCESS DETAIL
SAME SIDE AS LANE CLOSURE



UNSIGNALIZED INTERSECTING ROADWAY DETAIL
OPPOSITE OF LANE CLOSURE



UNSIGNALIZED INTERSECTING ROADWAY DETAIL
SAME SIDE AS LANE CLOSURE (SINGLE OPEN LANE)

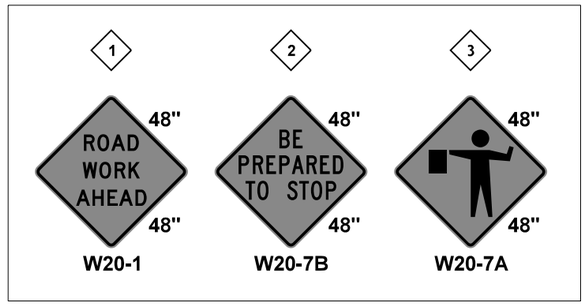


DRIVEWAY OR BUSINESS ACCESS DETAIL
OPPOSITE OF LANE CLOSURE

PILOT CAR OPERATION FOR ALTERNATING 1-LANE, 2-WAY TRAFFIC: FLAGGER-CONTROLLED, INTERSECTION DETAILS (45+ MPH HIGHWAYS)

(NOT TO SCALE)

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set.dgn				REGION NO. 10	STATE WASH	FED.AID PROJ.NO.	Washington State Department of Transportation
TIME	10:14:44 AM							OR - REGION WIDE CRACK SEALING 23-25
DATE	2/2/2024				JOB NUMBER 23C516			PLAN REF NO TC20
PLOTTED BY	cuoiom							
DESIGNED BY	C. HINDS				CONTRACT NO.	LOCATION NO. XL6798		TRAFFIC CONTROL PLAN
ENTERED BY	M. CUOIO							SHEET 27 OF 36 SHEETS
CHECKED BY	M. MIES							
PROJ. ENGR.	V. HALL							
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY	P.E. STAMP BOX	DATE	P.E. STAMP BOX	DATE



CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/55	40	80
35/45	30	60
25/30	20	40

LEGEND

X	SIGN NOTE
	TEMPORARY SIGN LOCATION
	TRAFFIC SAFETY CONE
	FLAGGING STATION
	TRAVEL DIRECTION OF OPEN LANE
PV	PROTECTIVE VEHICLE
	WORK AREA

FLAGGER CONTROLLED RAMP INTERCHANGE NW TRIGGER AVE

(NOT TO SCALE)

NOTES:

1. SEE SPECIAL PROVISIONS : "PUBLIC CONVENIENCE AND SAFETY - CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
2. EXTEND TRAFFIC CONES TAPER ACROSS SHOULDER.
3. TYPICAL APPLICAITON SHOWN, ADJUST FOR SITE CONDITIONS.
4. ALL SIGNS SHALL BE BLACK ON ORANGE UNLESS OTHERWISE SHOWN.
5. IF OFF-RAMP IS CLOSED, THE FLAGGER AND SIGN SEQUENCE IS NOT NEEDED.

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set-CH.dgn				REGION NO. 10	STATE WASH	FED.AID PROJ.NO.	P.E. STAMP BOX / DATE
TIME	7:47:17 AM							
DATE	2/5/2024				JOB NUMBER 23C516			
PLOTTED BY	hindscl							
DESIGNED BY	C. HINDS							
ENTERED BY	M. CUOIO				CONTRACT NO.		LOCATION NO. XL6798	
CHECKED BY	M. MIES							
PROJ. ENGR.	V. HALL							
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY				

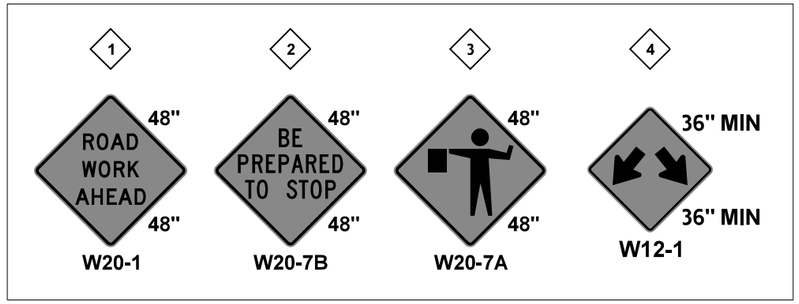
Washington State Department of Transportation

OR - REGION WIDE CRACK SEALING 23-25

TRAFFIC CONTROL PLAN

PLAN REF NO TC21

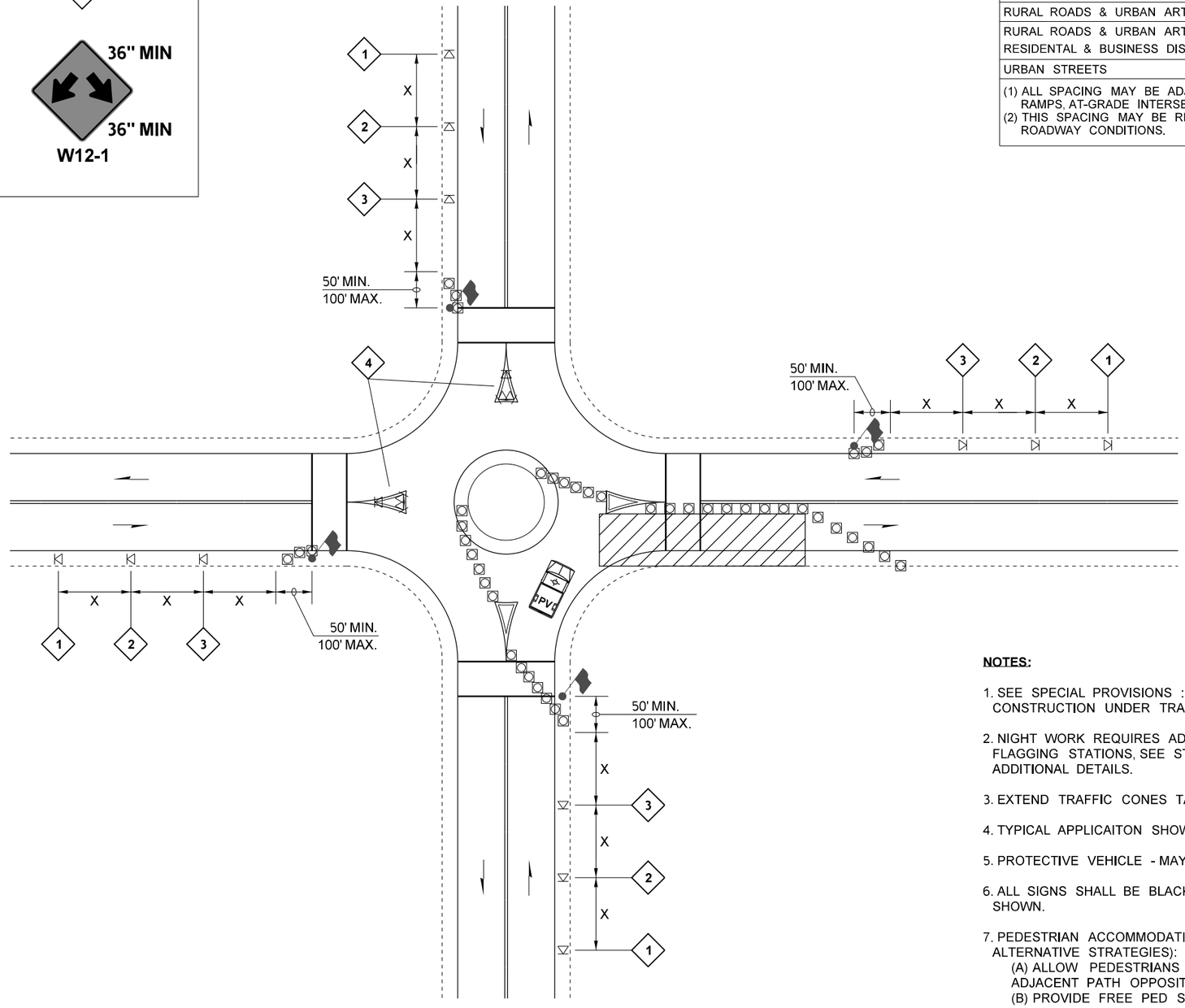
SHEET 28 OF 36 SHEETS



SIGN SPACING = X (1)		
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS RESIDENTAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ± (2)
URBAN STREETS	25 MPH OR LESS	100' ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
50/55	40	80
35/45	30	60
25/30	20	40



LEGEND

X	SIGN NOTE
	TEMPORARY SIGN LOCATION
	TRAFFIC SAFETY CONE
	FLAGGING STATION
	TRAVEL DIRECTION OF OPEN LANE
PVD	PROTECTIVE VEHICLE
	WORK AREA

ROUNDABOUT: FLAGGER CONTROLLED

(NOT TO SCALE)

NOTES:

1. SEE SPECIAL PROVISIONS : "PUBLIC CONVENIENCE AND SAFETY - CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
2. NIGHT WORK REQUIRES ADDITIONAL ROADWAY LIGHTING AT FLAGGING STATIONS, SEE STANDARD SPECIFICATIONS FOR ADDITIONAL DETAILS.
3. EXTEND TRAFFIC CONES TAPER ACROSS SHOULDER.
4. TYPICAL APPLICAITON SHOWN, ADJUST FOR SITE CONDITIONS.
5. PROTECTIVE VEHICLE - MAY BE A WORK VEHICLE.
6. ALL SIGNS SHALL BE BLACK ON ORANGE UNLESS OTHERWISE SHOWN.
7. PEDESTRIAN ACCOMMODATIONS (ENGINEER TO ACCEPT ANY ALTERNATIVE STRATEGIES):
   (A) ALLOW PEDESTRIANS TO USE THE PAVED SHOULDER OR ADJACENT PATH OPPOSITE THE WORK AREA.
   (B) PROVIDE FREE PED SHUTTLE (PILOT CAR, WORK VEHICLE, VAN, OR BUS MAY BE USED).
   (C) MAINTAIN MINIMUM 4' CLEAR SHOULDER.
8. FOR AFAD FLAGGER-CONTROLLED PLAN DETAILS SEE TC26.

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set.dgn							
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DATE	2/2/2024							
PLOTTED BY	cuolom				JOB NUMBER 23C516			
DESIGNED BY	C. HINDS							
ENTERED BY	M. CUOIO				CONTRACT NO.		LOCATION NO. XL6798	
CHECKED BY	M. MIES							
PROJ. ENGR.	V. HALL							
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY				

P.E. STAMP BOX — DATE

P.E. STAMP BOX — DATE

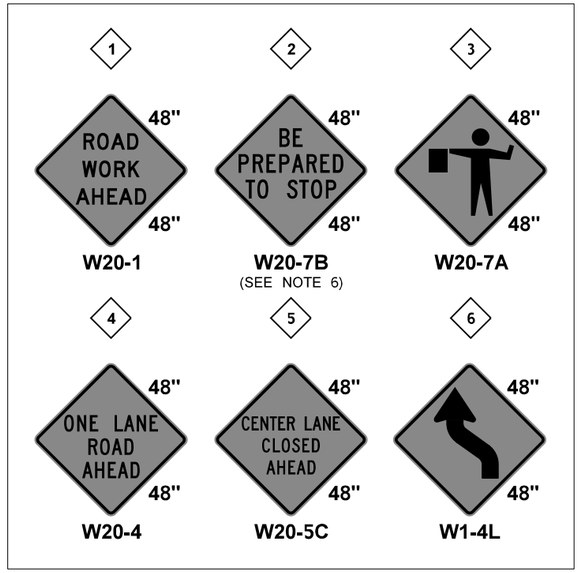
Washington State Department of Transportation

OR - REGION WIDE CRACK SEALING 23-25

TRAFFIC CONTROL PLAN

PLAN REF NO TC22

SHEET 29 OF 36 SHEETS



MINIMUM TAPER LENGTH = L (feet)

LANE WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	-	-	-
11	115	165	225	295	495	550	605	660	-	-
12	125	180	245	320	540	600	660	720	-	-

BUFFER DATA

LONGITUDINAL BUFFER SPACE = B

SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R

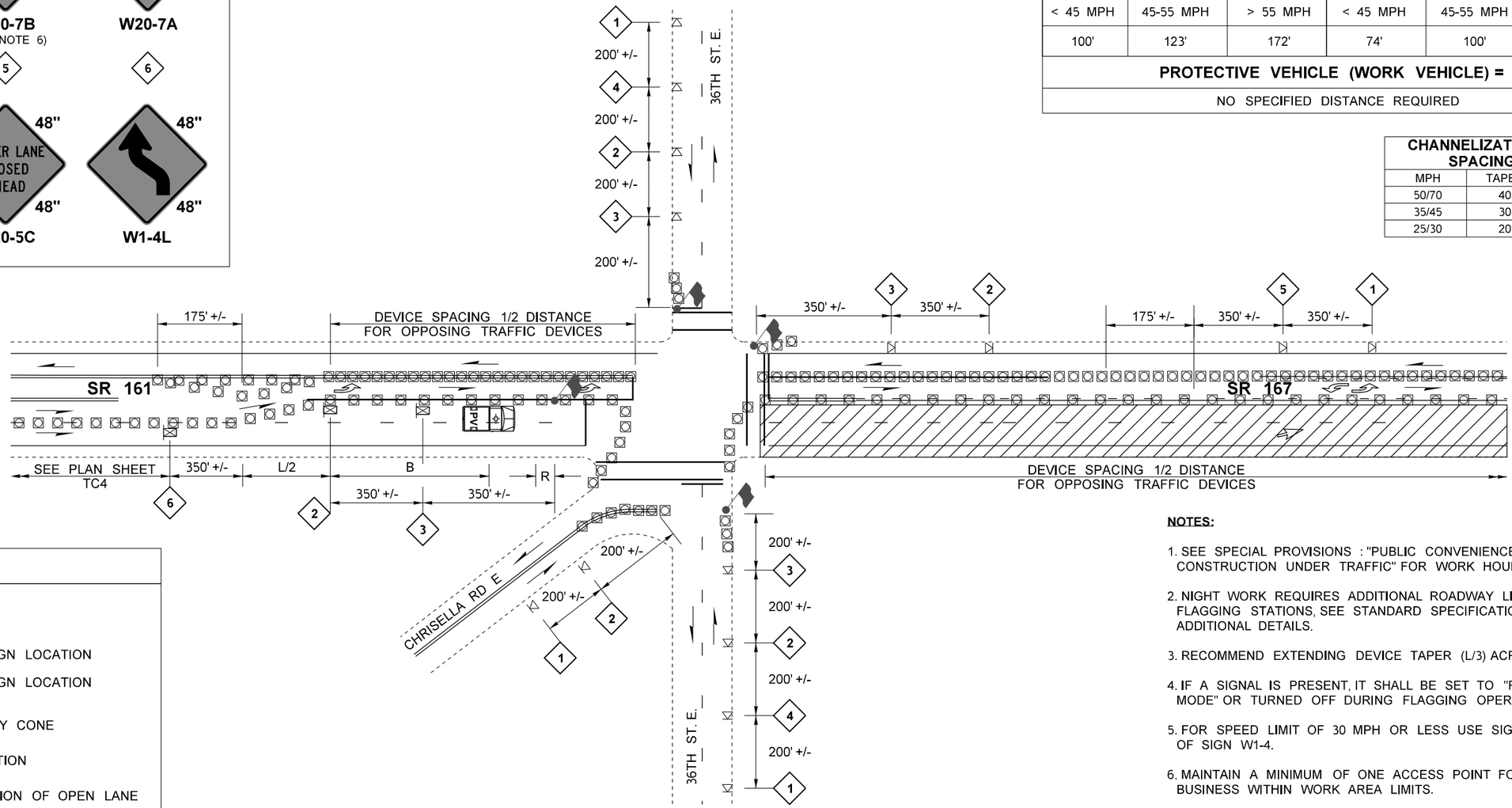
HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.			HOST VEHICLE WEIGHT > 22,000 lbs.		
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH
100'	123'	172'	74'	100'	150'

PROTECTIVE VEHICLE (WORK VEHICLE) = R

NO SPECIFIED DISTANCE REQUIRED

CHANNELIZATION DEVICE SPACING (feet)

MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40



LEGEND

- SIGN NOTE
- TEMPORARY SIGN LOCATION
- TEMPORARY SIGN LOCATION (5' MIN. HEIGHT)
- TRAFFIC SAFETY CONE
- FLAGGING STATION
- TRAVEL DIRECTION OF OPEN LANE
- PROTECTIVE VEHICLE
- WORK AREA

INTERSECTION LANE CLOSURE - SR 161 & 36TH ST. E.: FLAGGER CONTROLLED

(NOT TO SCALE)

NOTES:

1. SEE SPECIAL PROVISIONS : "PUBLIC CONVENIENCE AND SAFETY - CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
2. NIGHT WORK REQUIRES ADDITIONAL ROADWAY LIGHTING AT FLAGGING STATIONS, SEE STANDARD SPECIFICATIONS FOR ADDITIONAL DETAILS.
3. RECOMMEND EXTENDING DEVICE TAPER (L/3) ACROSS SHOULDER.
4. IF A SIGNAL IS PRESENT, IT SHALL BE SET TO "RED FLASH MODE" OR TURNED OFF DURING FLAGGING OPERATIONS.
5. FOR SPEED LIMIT OF 30 MPH OR LESS USE SIGN W1-3 IN LIEU OF SIGN W1-4.
6. MAINTAIN A MINIMUM OF ONE ACCESS POINT FOR EACH BUSINESS WITHIN WORK AREA LIMITS.
7. ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.
8. SIGN "W20-7B" IS OPTIONAL IF SPEED IS 40 MPH OR LESS.
9. FOR AFAD FLAGGER-CONTROLLED PLAN DETAILS SEE TC26.

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ_WZTC\XL6798_TC_Plan Set.dgn				REGION NO. 10	STATE WASH	FED.AID PROJ.NO.	
TIME	10:22:31 AM							
DATE	2/2/2024				JOB NUMBER 23C516			
PLOTTED BY	cuolom							
DESIGNED BY	C. HINDS							
ENTERED BY	M. CUOIO							
CHECKED BY	M. MIES				CONTRACT NO.		LOCATION NO. XL6798	
PROJ. ENGR.	V. HALL							
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY				

DATE — P.E. STAMP BOX

DATE — P.E. STAMP BOX

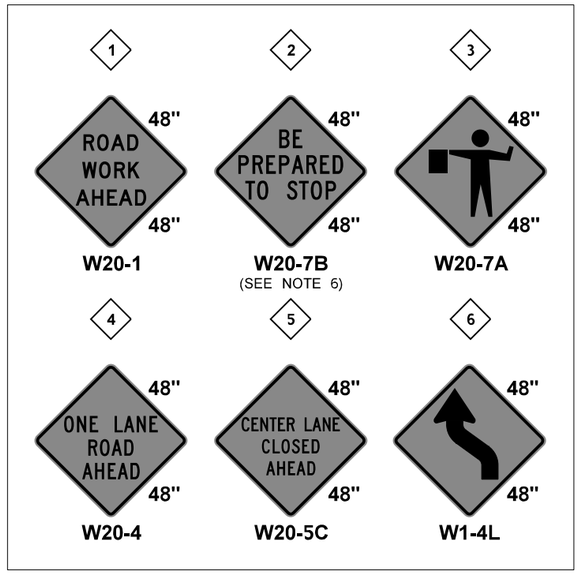
Washington State Department of Transportation

OR - REGION WIDE CRACK SEALING 23-25

TRAFFIC CONTROL PLAN

PLAN REF NO TC23

SHEET 30 OF 36 SHEETS



MINIMUM TAPER LENGTH = L (feet)

LANE WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	-	-	-
11	115	165	225	295	495	550	605	660	-	-
12	125	180	245	320	540	600	660	720	-	-

BUFFER DATA

LONGITUDINAL BUFFER SPACE = B

SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R

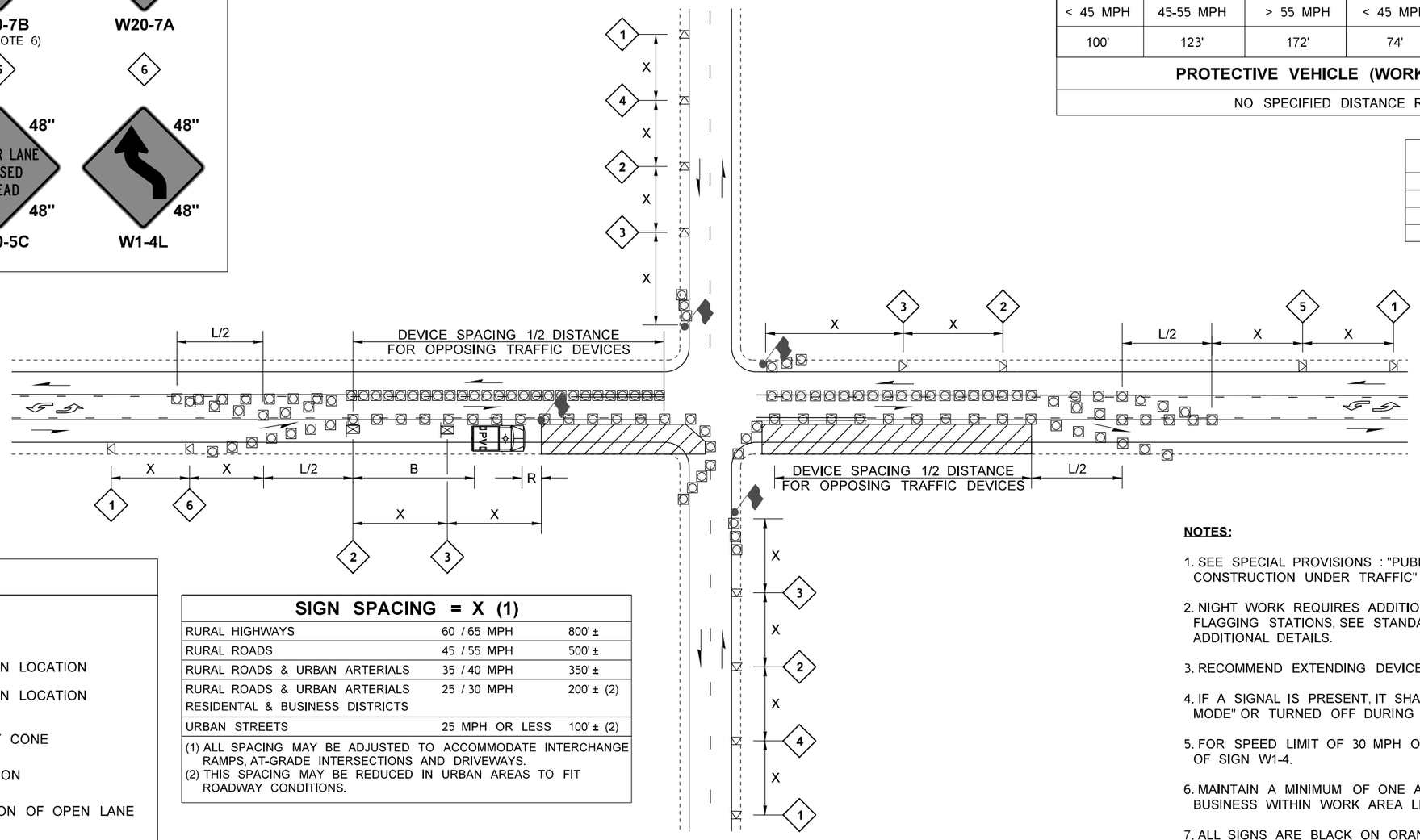
HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.			HOST VEHICLE WEIGHT > 22,000 lbs.		
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH
100'	123'	172'	74'	100'	150'

PROTECTIVE VEHICLE (WORK VEHICLE) = R

NO SPECIFIED DISTANCE REQUIRED

CHANNELIZATION DEVICE SPACING (feet)

MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40



LEGEND

- X — SIGN NOTE
- TEMPORARY SIGN LOCATION
- TEMPORARY SIGN LOCATION (5' MIN. HEIGHT)
- TRAFFIC SAFETY CONE
- FLAGGING STATION
- TRAVEL DIRECTION OF OPEN LANE
- PVC — PROTECTIVE VEHICLE
- WORK AREA

SIGN SPACING = X (1)

RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS RESIDENTAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ± (2)
URBAN STREETS	25 MPH OR LESS	100' ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

INTERSECTION LANE CLOSURE - 3 LANE ROADWAY: FLAGGER CONTROLLED

(NOT TO SCALE)

NOTES:

1. SEE SPECIAL PROVISIONS : "PUBLIC CONVENIENCE AND SAFETY - CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
2. NIGHT WORK REQUIRES ADDITIONAL ROADWAY LIGHTING AT FLAGGING STATIONS, SEE STANDARD SPECIFICATIONS FOR ADDITIONAL DETAILS.
3. RECOMMEND EXTENDING DEVICE TAPER (L/3) ACROSS SHOULDER.
4. IF A SIGNAL IS PRESENT, IT SHALL BE SET TO "RED FLASH MODE" OR TURNED OFF DURING FLAGGING OPERATIONS.
5. FOR SPEED LIMIT OF 30 MPH OR LESS USE SIGN W1-3 IN LIEU OF SIGN W1-4.
6. MAINTAIN A MINIMUM OF ONE ACCESS POINT FOR EACH BUSINESS WITHIN WORK AREA LIMITS.
7. ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.
8. SIGN "W20-7B" IS OPTIONAL IF SPEED IS 40 MPH OR LESS.
9. FOR AFAD FLAGGER-CONTROLLED PLAN DETAILS SEE TC26.

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set.dgn				REGION NO. 10	STATE WASH	FED.AID PROJ.NO.	
TIME	10:22:58 AM							
DATE	2/2/2024							
PLOTTED BY	cuolom							
DESIGNED BY	C. HINDS				JOB NUMBER 23C516			
ENTERED BY	M. CUOIO							
CHECKED BY	M. MIES				CONTRACT NO.		LOCATION NO. XL6798	
PROJ. ENGR.	V. HALL							
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY				

P.E. STAMP BOX — DATE

P.E. STAMP BOX — DATE

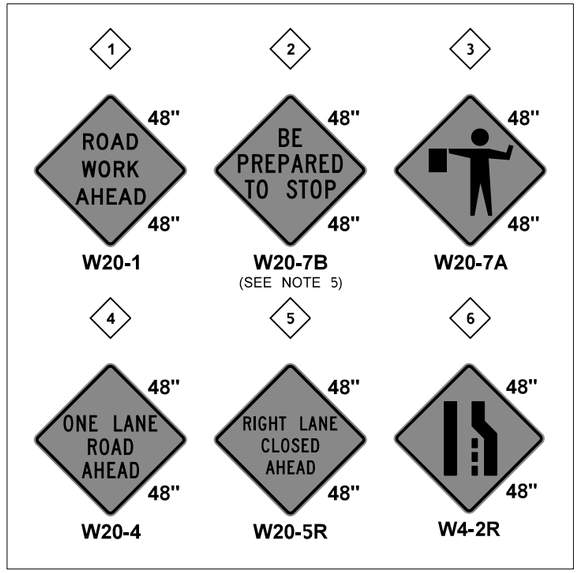
Washington State Department of Transportation

OR - REGION WIDE CRACK SEALING 23-25

TRAFFIC CONTROL PLAN

PLAN REF NO TC24

SHEET 31 OF 36 SHEETS



MINIMUM TAPER LENGTH = L (feet)

LANE WIDTH (feet)	Posted Speed (mph)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	-	-	-
11	115	165	225	295	495	550	605	660	-	-
12	125	180	245	320	540	600	660	720	-	-

BUFFER DATA

LONGITUDINAL BUFFER SPACE = B

SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730

TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R

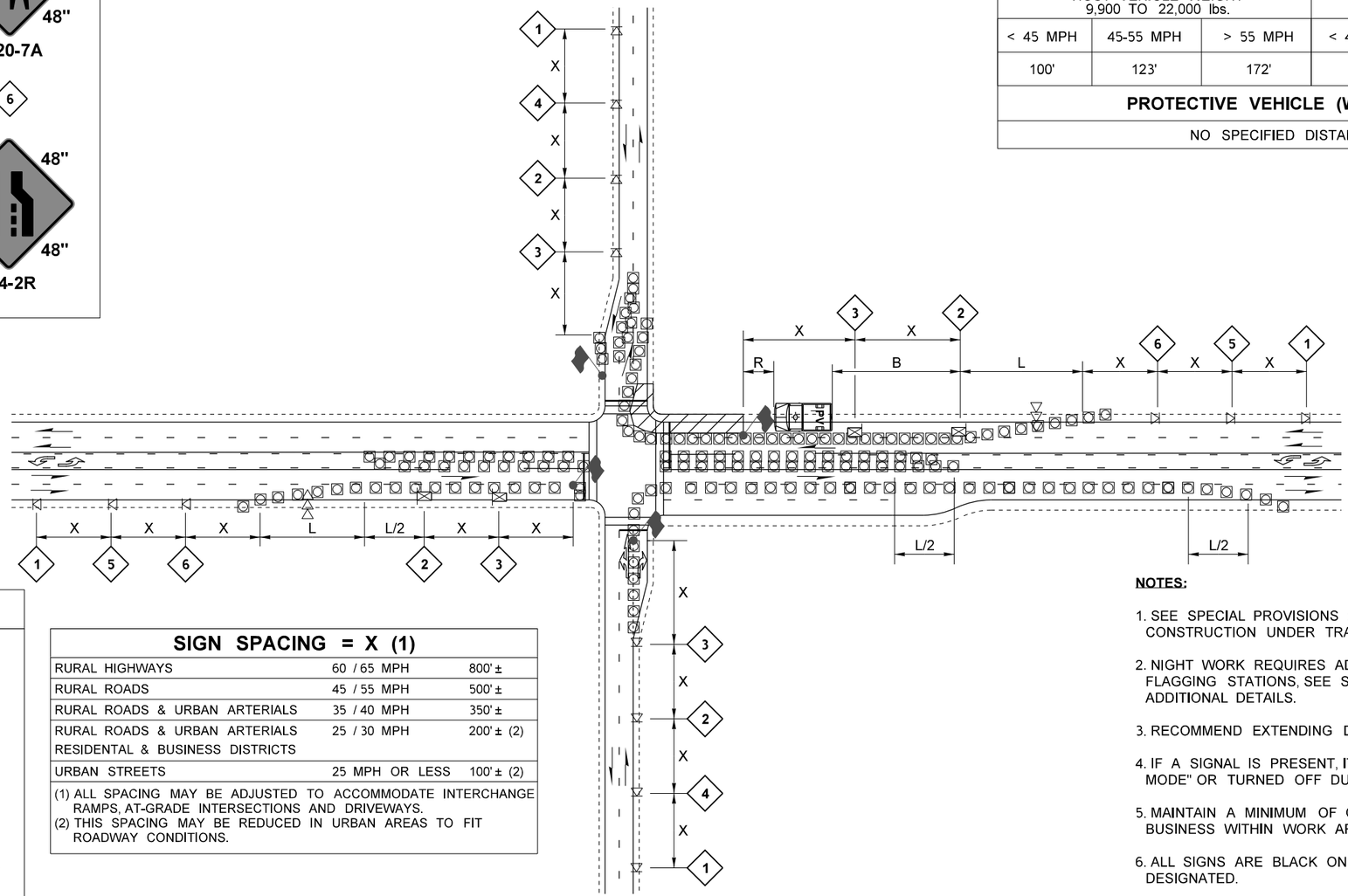
HOST VEHICLE WEIGHT 9,900 TO 22,000 lbs.			HOST VEHICLE WEIGHT > 22,000 lbs.		
< 45 MPH	45-55 MPH	> 55 MPH	< 45 MPH	45-55 MPH	> 55 MPH
100'	123'	172'	74'	100'	150'

PROTECTIVE VEHICLE (WORK VEHICLE) = R

NO SPECIFIED DISTANCE REQUIRED

CHANNELIZATION DEVICE SPACING (feet)

MPH	TAPER	TANGENT
50/70	40	80
35/45	30	60
25/30	20	40



LEGEND

- SIGN NOTE
- TEMPORARY SIGN LOCATION
- TEMPORARY SIGN LOCATION (5' MIN. HEIGHT)
- TRAFFIC SAFETY CONE
- FLAGGING STATION
- TRAVEL DIRECTION OF OPEN LANE
- SEQUENTIAL ARROW SIGN
- PROTECTIVE VEHICLE
- WORK AREA

SIGN SPACING = X (1)

RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS RESIDENTAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ± (2)
URBAN STREETS	25 MPH OR LESS	100' ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

NOTES:

1. SEE SPECIAL PROVISIONS : "PUBLIC CONVENIENCE AND SAFETY - CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
2. NIGHT WORK REQUIRES ADDITIONAL ROADWAY LIGHTING AT FLAGGING STATIONS, SEE STANDARD SPECIFICATIONS FOR ADDITIONAL DETAILS.
3. RECOMMEND EXTENDING DEVICE TAPER (L/3) ACROSS SHOULDER.
4. IF A SIGNAL IS PRESENT, IT SHALL BE SET TO "RED FLASH MODE" OR TURNED OFF DURING FLAGGING OPERATIONS.
5. MAINTAIN A MINIMUM OF ONE ACCESS POINT FOR EACH BUSINESS WITHIN WORK AREA LIMITS.
6. ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.
7. SIGN "W20-7B" IS OPTIONAL IF SPEED IS 40 MPH OR LESS.
8. FOR AFAD FLAGGER-CONTROLLED PLAN DETAILS SEE TC26.
9. SEQUENTIAL ARROW SIGNS SHALL HAVE COMMUNICATION CAPABILITIES, SEE SPECIAL PROVISION "SEQUENTIAL ARROW SIGNS (ARROW BOARDS)".

INTERSECTION LANE CLOSURE - 5 LANE ROADWAY: FLAGGER CONTROLLED

(NOT TO SCALE)

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set.dgn						
TIME	10:23:24 AM				REGION NO. 10 / STATE WASH	FED.AID PROJ.NO.	
DATE	2/2/2024						
PLOTTED BY	cuoiom						
DESIGNED BY	C. HINDS				JOB NUMBER 23C516		
ENTERED BY	M. CUOIO						
CHECKED BY	M. MIES				CONTRACT NO.	LOCATION NO. XL6798	
PROJ. ENGR.	V. HALL						
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY			

P.E. STAMP BOX — DATE

P.E. STAMP BOX — DATE

Washington State Department of Transportation

OR - REGION WIDE CRACK SEALING 23-25

TRAFFIC CONTROL PLAN

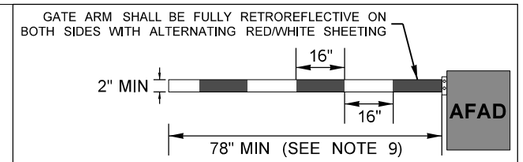
PLAN REF NO TC25

SHEET 32 OF 36 SHEETS

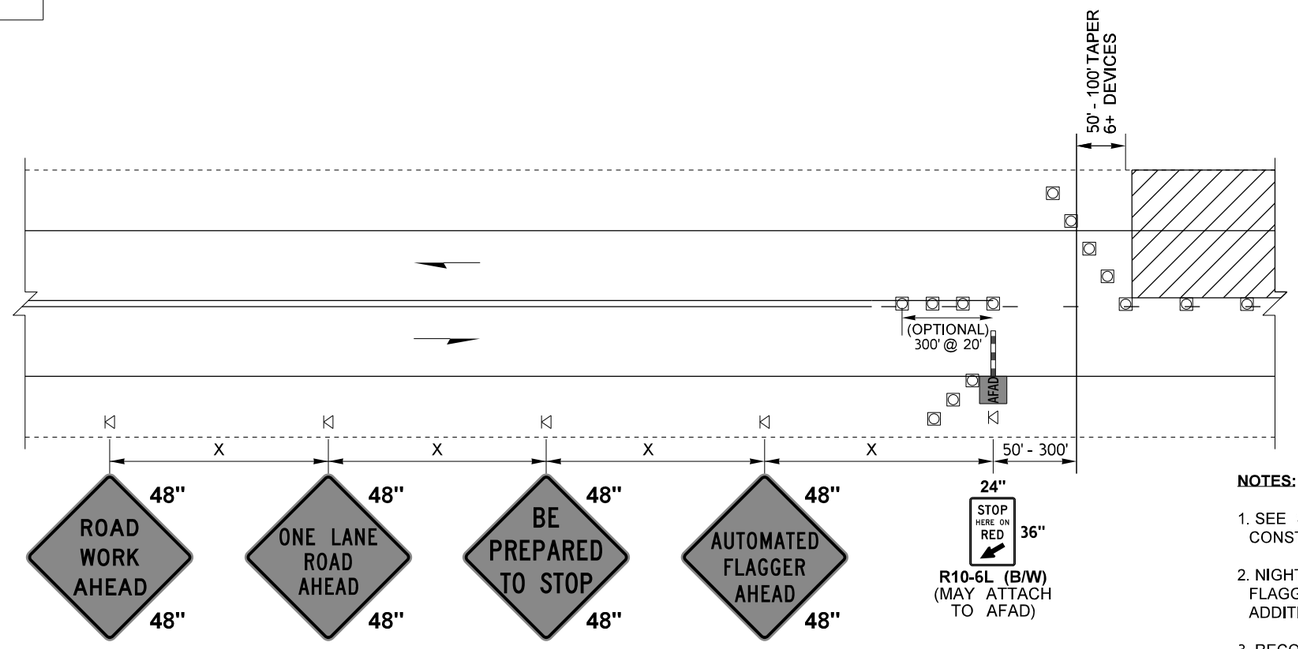
SIGN SPACING = X (1)		
RURAL HIGHWAYS	60 / 65 MPH	800' ±
RURAL ROADS	45 / 55 MPH	500' ±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350' ±
RURAL ROADS & URBAN ARTERIALS RESIDENTAL & BUSINESS DISTRICTS	25 / 30 MPH	200' ± (2)
URBAN STREETS	25 MPH OR LESS	100' ± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT-GRADE INTERSECTIONS AND DRIVEWAYS.
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

AFAD RED/YELLOW LENS DETAIL



AFAD GATE ARM DETAIL



LEGEND

- TEMPORARY SIGN LOCATION
- TRAFFIC SAFETY CONE
- TRAVEL DIRECTION OF OPEN LANE
- AUTOMATED FLAGGER ASSISTANCE DEVICE (SEE NOTES 7 & 8)
- WORK AREA

FLAGGER-CONTROLLED: AFAD DETAILS

(NOT TO SCALE)

NOTES:

1. SEE SPECIAL PROVISIONS : "PUBLIC CONVENIENCE AND SAFETY - CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
2. NIGHT WORK REQUIRES ADDITIONAL ROADWAY LIGHTING AT FLAGGING STATIONS, SEE STANDARD SPECIFICATIONS FOR ADDITIONAL DETAILS.
3. RECOMMEND EXTENDING DEVICE TAPER (L/3) ACROSS SHOULDER.
4. IF A SIGNAL IS PRESENT, IT SHALL BE SET TO "RED FLASH MODE" OR TURNED OFF DURING FLAGGING OPERATIONS.
5. MAINTAIN A MINIMUM OF ONE ACCESS POINT FOR EACH BUSINESS WITHIN WORK AREA LIMITS.
6. ALL SIGNS ARE BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.
7. SIGN "W20-7B" IS OPTIONAL IF SPEED IS 40 MPH OR LESS.
8. EACH AFAD OPERATED BY AFAD-TRAINED FLAGGER WHO VISUALLY SEES BOTH AFAD AND APPROACHING TRAFFIC (DIGITAL ALTERNATIVES OK). LEAVING AFAD UNATTENDED WHEN IN OPERATION IS PROHIBITED.
9. AFAD GATE ARM DESCENDS AFTER RED LENS DISPLAYED & SHALL REACH HALFWAY ACROSS THE CONTROLLED LANE AND ASCENDS TO UPRIGHT POSITION ON FLASHING YELLOW LENS DISPLAY.
10. SINGLE AFAD (WITH RED FLAG/ RED GLOW CONE FLASHLIGHT) MAY BE ADDED TO THE INTERSECTING ROADWAY APPROACH TO HELP GUIDE ALTERNATING & TURNING TRAFFIC.

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set.dgn							
TIME	10:23:48 AM				REGION NO. 10	STATE WASH	FED.AID PROJ.NO.	
DATE	2/2/2024							
PLOTTED BY	cuoiom							
DESIGNED BY	C. HINDS				JOB NUMBER 23C516			
ENTERED BY	M. CUOIO							
CHECKED BY	M. MIES				CONTRACT NO.		LOCATION NO. XL6798	
PROJ. ENGR.	V. HALL							
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY				

P.E. STAMP BOX — DATE

P.E. STAMP BOX — DATE

Washington State Department of Transportation

OR - REGION WIDE CRACK SEALING 23-25

TRAFFIC CONTROL PLAN

PLAN REF NO TC26

SHEET 33 OF 36 SHEETS

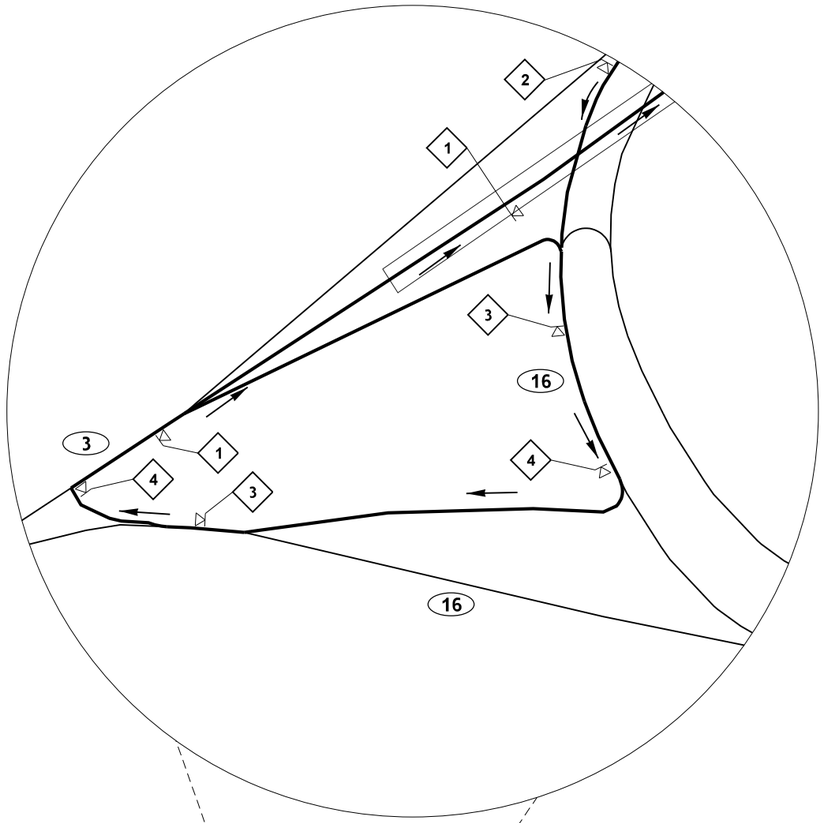
1
48"
DETOUR 36"
M4-9

2
48"
DETOUR 36"
M4-9 MOD

3
48"
DETOUR 36"
M4-9 MOD

4
48"
DETOUR 36"
M4-9R

5
48"
END DETOUR 36"
M4-9 MOD



PCMS	
1	2
SR 3 NB RAMP CLOSED	FOLLOW DETOUR
2.0 SEC	2.0 SEC

LOCATE AT:
WB SR 304 MP 0.50

LEGEND

- # — SIGN NOTE FLAG
- (#) — STATE ROUTE
- SIGN LOCATION - TEMPORARY MOUNT
- TRAFFIC SAFETY DRUM
- DETOUR ROUTE
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- RAMP CLOSURE

DETOUR OF SR 304 WB TO SR 3 NB

(NOT TO SCALE)

NOTES:

1. SEE SPECIAL PROVISIONS: "PUBLIC CONVENIENCE AND SAFETY - CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
2. ALL SIGN SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT GRADE INTERSECTIONS AND DRIVEWAYS OR COORDINATION WITH OTHER PROJECTS.
3. USE A MINIMUM 3 DEVICE TAPER, 20' O.C., IN ADVANCE OF PCMS.
4. THIS PLAN SHALL BE USED WITH TC16.

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set.dgn				REGION NO. 10	STATE WASH	FED.AID PROJ.NO.	P.E. STAMP BOX / DATE
TIME	10:26:21 AM							
DATE	2/2/2024							
PLOTTED BY	cuolom				JOB NUMBER 23C516			
DESIGNED BY	C. HINDS							
ENTERED BY	A. MOSANU							
CHECKED BY	M. MIES				CONTRACT NO.		LOCATION NO. XL6798	
PROJ. ENGR.	V. HALL							
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY				

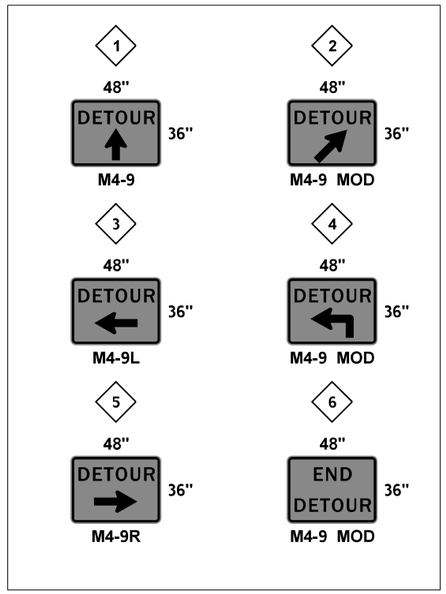
Washington State Department of Transportation

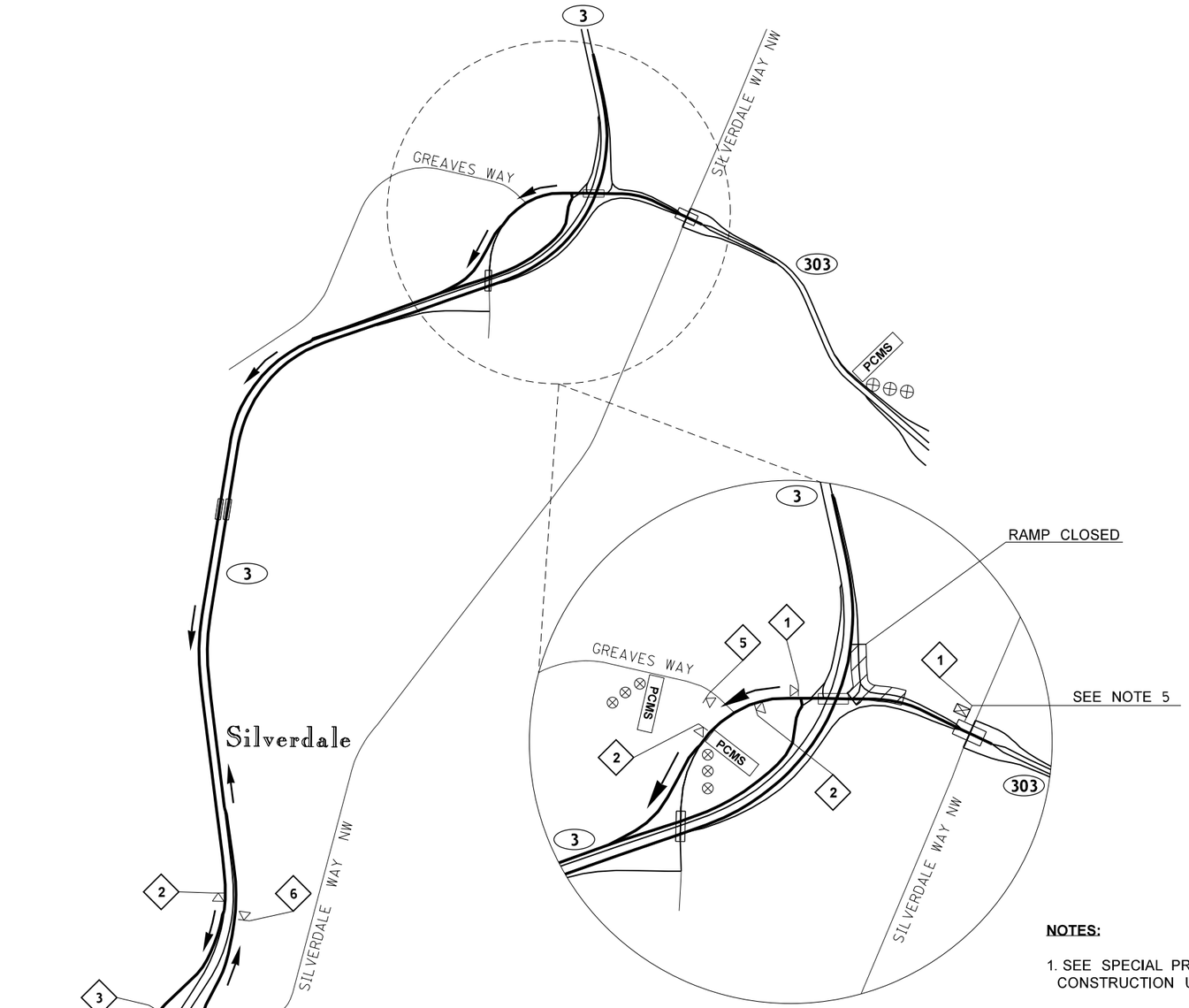
OR - REGION WIDE CRACK SEALING 23-25

DETOUR PLAN

PLAN REF NO DU1

SHEET 34 OF 36 SHEETS





PCMS	
1	2
SR 3 NB RAMP CLOSED	FOLLOW SR 3 SB DETOUR
2.0 SEC	2.0 SEC

LOCATE AT:
EB GREAVES WAY (RT.)
WB SR 303 MP 7.95 (RT.)
EB SR 303 MP 8.95 (RT.)

LEGEND

- SIGN NOTE FLAG
- STATE ROUTE
- SIGN LOCATION - TEMPORARY MOUNT
- TEMPORARY SIGN LOCATION (5' MIN. HEIGHT)
- TRAFFIC SAFETY DRUM
- DETOUR ROUTE
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- RAMP CLOSURE

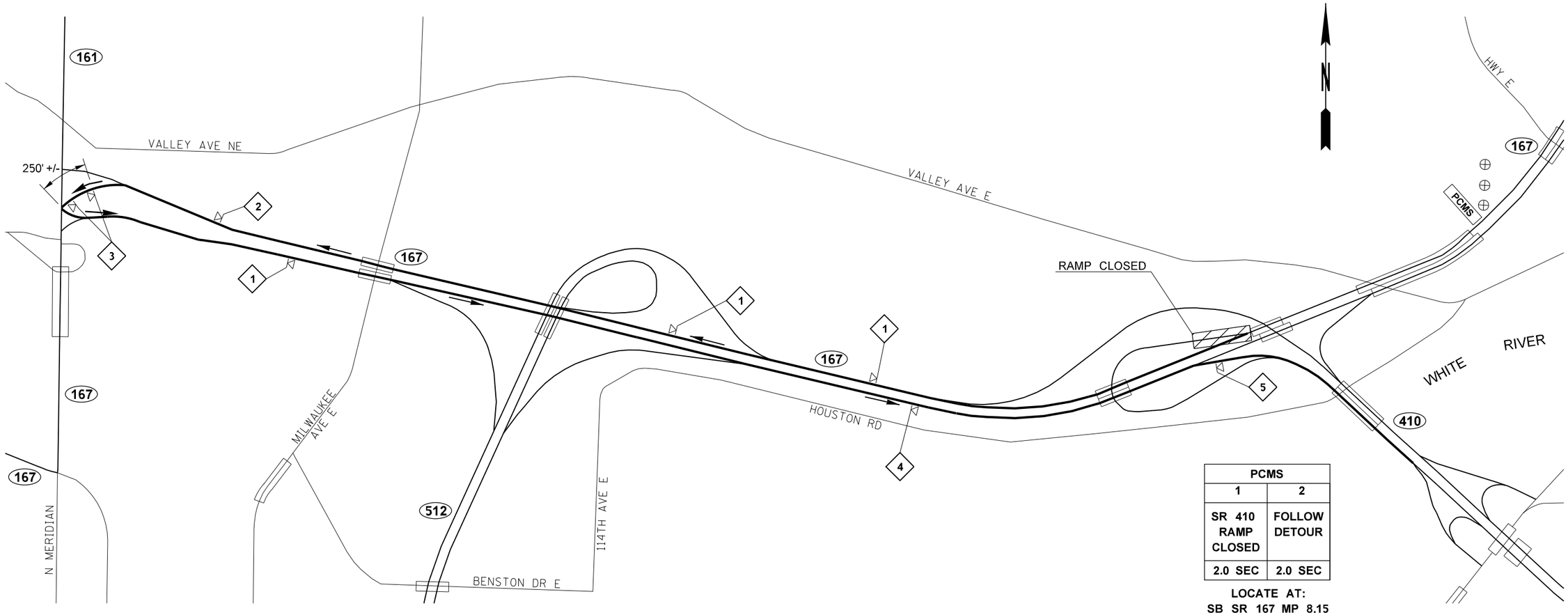
DETOUR OF SR 303 WB TO SR 3 NB

(NOT TO SCALE)

NOTES:

1. SEE SPECIAL PROVISIONS: "PUBLIC CONVENIENCE AND SAFETY - CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
2. ALL SIGN SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT GRADE INTERSECTIONS AND DRIVEWAYS OR COORDINATION WITH OTHER PROJECTS.
3. USE A MINIMUM 3 DEVICE TAPER, 20' O.C., IN ADVANCE OF PCMS.
4. THIS PLAN SHALL BE USED WITH TC12, OMITTING THE M4-9 MOD SIGN "USE ALTERNATIVE ROUTE".
5. PLACE M4-9 DETOUR SIGN IN CLOSED LANE AT 5' MIN MOUNTING HEIGHT.

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set.dgn				REGION NO. / STATE	FED.AID PROJ.NO.			PLAN REF NO
TIME	10:26:50 AM				10 WASH			Washington State Department of Transportation	DU2
DATE	2/2/2024				JOB NUMBER				
PLOTTED BY	cuolom				23C516			OR - REGION WIDE CRACK SEALING 23-25	SHEET 35 OF 36 SHEETS
DESIGNED BY	C. HINDS				CONTRACT NO.	LOCATION NO. XL6798			
ENTERED BY	A. MOSANU								
CHECKED BY	M. MIES								
PROJ. ENGR.	V. HALL								
REGIONAL ADM.	S. ROARK	REVISION	DATE	BY			P.E. STAMP BOX / DATE	P.E. STAMP BOX / DATE	DETOUR PLAN



PCMS	
1	2
SR 410 RAMP CLOSED	FOLLOW DETOUR
2.0 SEC	2.0 SEC

LOCATE AT:
SB SR 167 MP 8.15

LEGEND	
#	SIGN NOTE FLAG
#	STATE ROUTE
	SIGN LOCATION - TEMPORARY MOUNT
⊗	TRAFFIC SAFETY DRUM
←	DETOUR ROUTE
PCMS	PORTABLE CHANGEABLE MESSAGE SIGN
	RAMP CLOSURE

1	2	3	4	5
48"	48"	48"	48"	48"
DETOUR 36"	DETOUR 36"	DETOUR 36"	DETOUR 36"	END DETOUR 36"
M4-9	M4-9 MOD	M4-9L MOD 16.5"x3.125" Arrow	M4-9 MOD	M4-9 MOD

DETOUR OF SR 167 SB TO SR 410 EB

(NOT TO SCALE)

NOTES:

1. SEE SPECIAL PROVISIONS: "PUBLIC CONVENIENCE AND SAFETY - CONSTRUCTION UNDER TRAFFIC" FOR WORK HOUR RESTRICTIONS.
2. ALL SIGN SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERCHANGE RAMPS, AT GRADE INTERSECTIONS AND DRIVEWAYS OR COORDINATION WITH OTHER PROJECTS.
3. USE A MINIMUM 3 DEVICE TAPER, 20' O.C., IN ADVANCE OF PCMS.
4. THIS PLAN SHALL BE USED WITH TC15.

FILE NAME	G:\Traffic\Design\Projects\REGION WIDE PROJECTS\XL6798 - 23-25 region Wide Crack Sealing Project_CAD_SheetFiles\TZ WZTC\XL6798_TC Plan Set.dgn			
TIME	10:27:14 AM			
DATE	2/2/2024			
PLOTTED BY	cuolom			
DESIGNED BY	C. HINDS			
ENTERED BY	A. MOSANU			
CHECKED BY	M. MIES			
PROJ. ENGR.	V. HALL			
REGIONAL ADM.	R. ROARK	REVISION	DATE	BY

REGION NO.	STATE	FED.AID PROJ.NO.
10	WASH	
JOB NUMBER 23C516		
CONTRACT NO.		LOCATION NO. XL6798

P.E. STAMP BOX — DATE

P.E. STAMP BOX — DATE

Washington State Department of Transportation

OR - REGION WIDE CRACK SEALING 23-25

DETOUR PLAN

PLAN REF NO DU3

SHEET 36 OF 36 SHEETS